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TRADE LOGISTICS BRANCH, DIVISION ON TECHNOLOGY AND LOGISTICS

TRANSPORT NEWSLETTER

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IN THIS ISSUE

EDITORIAL

Dear readers,

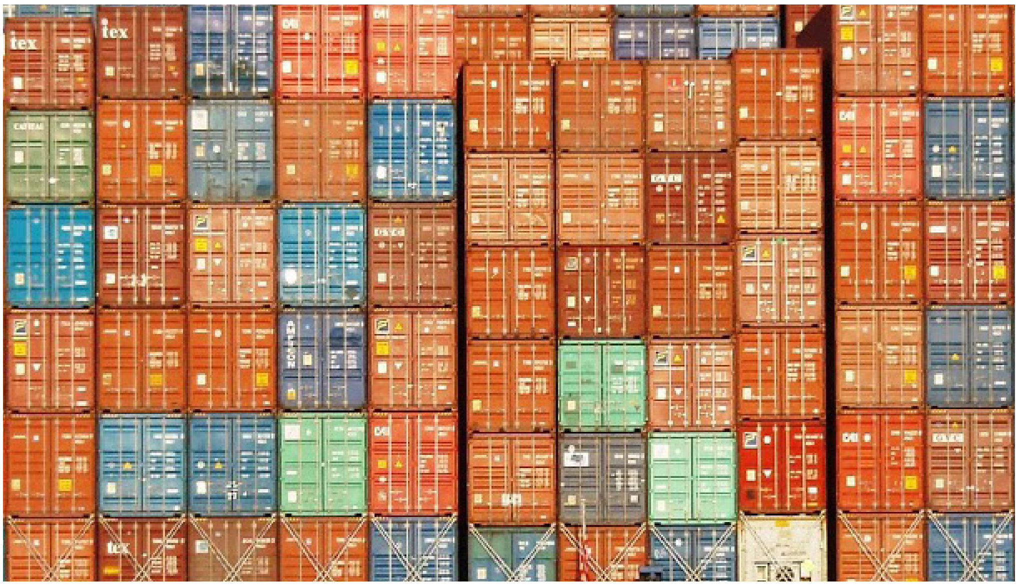
First of all, we would like to inform that during the month of June the United Nations Conference on Trade and Development (UNCTAD) celebrated its 50th anniversary! In light of the anniversary several meetings, round tables, events and concerts were held at the Palais des Nations in Geneva, Switzerland.

We would also like to share good news from July: the Government of Sweden provided additional financial support to UNCTAD for its work helping countries to implement the WTO Trade Facilitation Agreement (TFA). These funds will allow UNCTAD to respond to some of the many requests for technical assistance received from countries wishing to strengthen their institutional capacity to finalize their notification of categories of commitments in the TFA.

This second issue of the Transport Newsletter 2014 takes a look at other interesting topics such as experts' debates, presentations and findings that took place during a series of events in July in Geneva: the "Multi-Year Expert Meeting on Transport, Trade Logistics and Trade Facilitation"; the "Ad-Hoc Expert Meeting on Trade Facilitation Committees" and the Ad-Hoc Expert Meeting titled "Addressing the Transport and Trade Logistics Challenges of the Small Islands Developing States: Samoa Conference and Beyond". These meetings provide an opportunity to bring together experts, professional associations and government representatives to share and learn about their respective experiences, realities, challenges, goals and expectations.

We hope that you will enjoy this new edition of our Transport Newsletter. If you have any enquiries, comments or suggestions, please do not hesitate to contact us at: trade.logistics@unctad.org

The Trade Logistic Branch team



Chile

UNCTAD'S MULTI-YEAR EXPERT MEETING ON TRANSPORT, TRADE LOGISTICS AND TRADE FACILITATION, SECOND SESSION

The second session of the Multi-year Expert Meeting on Transport, Trade Logistics and Trade Facilitation took place in Geneva on 1-3 July 2014.

Delegates from 57 countries attended the meeting along with representatives from 13 international organizations, five non-governmental organizations and five other observer organizations. Experts gathered to discuss the role of trade facilitation in global trade as seen in the light of recent development in the arena of multilateral negotiations, particularly those that have sprung out of the WTO Trade Facilitation Agreement (TFA), reached in Bali in December 2013. The document prepared by the Secretatiat and entitled "Trade facilitation rules as a trade enabler: Options and requirements" was provided as background information for the discussion.

UNCTAD has a long history in the promotion of trade facilitation as a way to assist developing countries and least developed countries (LDCs) in their effort to improve cross-border trade and international transaction through the simplification of trade formalities, procedures, and operations; the alignment of national procedures, operations and documents with international conventions, standards and practices; the participation in developing internationally agreed formats and practices and procedures, documents and information; and the promotion of a more transparent, inclusive and accountable consultative national trade facilitation bodies. Together with Annex D partners, UNCTAD sees WTO TFA as an important fruit of the Doha Round negotiation that opens the opportunity for countries to establish a facilitation mechanism with common parameters that would improve cross border trade and draw countries closer together as global trading partners.

At the meeting, participants exchanged views on the readiness of countries in carrying out the necessary preparation for the WTO TFA's entry into force and the ensuing obligation for compliance.

The discussion brought countries to reaffirm that, in the long run, the benefit of trade facilitation reform outweighed the total of its initial investment, adjustment and maintenance costs. Such benefit had indeed become one of the motivations for implementing trade facilitation. Countries shared their experience of how both national and regional trade facilitation initiatives had contributed toward improving trade flow and competitiveness through a more efficient customs operation with simpler broder crossing procedures and formalities. Countries realized that in order to advance with the implementation of the WTO TFA, the provision of self-designated categories of commitments had to rely on a coherent and coordinated approach for the assessment of the specific individual needs of a country with respect to time frame, human as well as institutional resources, and financial assistance. This, in turn, would help in the discussions with matching development partners, including donors, to develop necesary implementation plans and projects to fill identified compliance capacity gaps.

For participating international organizations that had been actively involved in trade facilitation, the meeting was also an opportunity for renewing their commitment in supporting countries, especially developing and least developed countries (LDCs), in their effort to reach compliance with the WTO TFA. Included in the discussion was the progress already made in the implementation of trade facilitation measures during the negotiation of the TFA, National delegates and representatives of international organizations seized the opportunity to further discuss existing tools and institutional settings conducive to helping developing countries implement trade facilitation measures. Significant emphasis was made on the need to ensure the availability of technical and financial assistance and capacity building as indispensable factors for a successful implementation of the WTO TFA. Experts agreed also that national trade facilitation committees, from now on mandatory as provided in the TFA, would play a pivotal role in the implementation of national trade facilitation reforms.

The three day meeting was concluded with a positive outlook on the remaining work needed to be done in ushering WTO TFA entry into force. Countries were again reassured with renewed commitment of support from the international community players active in trade facilitation. Considering UNCTAD's longstanding support in trade facilitation, countries also took the opportunity to call upon UNCTAD to continue and expand its assistance in supporting trade facilitation reforms in the coming years.

The background document, presentations, and full report of the meeting can now be found online at http://unctad.org/en/Pages/MeetingDetails.aspx?meetingid=439

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UNCTAD'S AD HOC EXPERT MEETING ON NATIONAL TRADE FACILITATION COMMITTEES

On July 4, UNCTAD held an "Ad Hoc Meeting on National Trade Facilitation Committees" (NTFC) at the Palais des Nations in Geneva. This one day event brought together experts, delegates and representatives from different sectors and countries who shared their perspectives, challenges, goals and expectations related to NTFCs.

During the meeting, UNCTAD presented its study about national trade facilitation bodies in the world. This study was undertaken following consultation with over 50 countries, and provides the first quantitative analysis of existing national trade facilitation bodies and a first-hand set of recommendations extracted from the experiences of participating stakeholders. The study also includes policy-oriented conclusions, aimed at assisting those countries that are looking to set up or strengthen their national trade facilitation bodies.

The creation and operation of an NTFC is compliant with the WTO Trade Facilitation Agreement, where members committed to creating or maintaining a national trade facilitation committee, as stated in Article 23 of the Trade Facilitation Agreement (TFA). In light of this commitment, UNCTAD's study on trade facilitation bodies looks both timely and relevant.

The study supplements UNCTAD's research work on trade facilitation (TF), which includes the following recent publications: 'The new frontier of competitiveness in developing countries: Implementing trade facilitation' (2013), 'Trade Facilitation in Regional Trade Agreements' (2011) as well as the several Technical Notes published since 2007, particularly the one on Multi-agency working group on Trade Facilitation (2011). Adding to the wealth of knowledge gathered in these studies, this research on NTFCs reviews in depth specific aspects, in particular: (i) an analysis of existing national trade facilitation bodies in the world, based upon the information provide by competent authorities responding to a questionnaire and gathered in UNCTAD's online repository on National Trade Facilitation Bodies (http://unctad.org/tfcommittees), and (ii) guidelines and recommendations for creating or strengthening national trade facilitation bodies.

Key findings and recommended actions.

As discussed during the Ad-Hoc Expert Meeting, they include the following:

- Set clear game rules: define terms of reference in a comprehensive and inclusive way

- Provide the national trade facilitation body with a permanent secretariat.

- Make it official: give the national trade facilitation body a strong legal backup.

- Be inclusive: trade facilitation is a cross-divisional and cross- sectorial endeavor.

- Provide the national trade facilitation body with the necessary resources.

- Establish monitoring and evaluating mechanism to measure results.

- The more developed a country is, the more members are included in the trade facilitation body and the higher the participation of the private sector.

- Trade facilitation bodies can be effective instruments to establish and maintain a communication channel between government and the private sector as well as to maintain coordination among all public agencies.

In addition to give an opportunity to present the findings obtained of the study, the meeting also allowed sharing different experiences of the participating countries and organizations. As such, it was a great learning opportunity, both in terms of looking at best practices and also overcoming challenges. Overall, experts agreed that continually involvement of private and public sectors, political commitment as well as technical assistance, among others, are factors that can affect the sustainability of the trade facilitation body. Through focused discussion, meeting participants were able to jointly reflect on the experiences, realities, goals and means of overcoming challenges, in relation to the implementation and sustainability of trade facilitation bodies.

Key aspects for donor support to TF committees

The donors support (including training and capacity building, appropriate work plan and financial resources) is an important factor for the implementation and sustainability of trade facilitation bodies.

Adequate financial support is key to the successful implementation and sustainability of trade facilitation bodies. Indeed, donors' support can be determinant for LDCs. Coupled with donor support, it is likewise important to ensure that there is political commitment and the right members supporting the trade facilitation body and working for its success.

Based on the findings and recommendations of the recent UNCTAD study "National Trade Facilitations Bodies in the World", donors could support trade facilitation bodies in the following key aspects:

1) Financial support to staffing and equipping, a permanent secretariat, as well as to ensure coverage of its operational expenses. These can and should later in time, be complemented by additional sources of income, such as user fees for services provided, or contributions – in kind or financial – from stakeholders of the NTFC. Operational needs include: office premises and usual equipment, organize and conduct meetings, training sessions and other public information event.

2) Assistance to support the creation of the NTFC, including among others:

- Drafting terms of reference, including the definition of SMART objectives.

- Mapping stakeholders to ensure inclusive and representative participation.

- Definig an internal and external communication strategy for the TF body and development of the necessary tools (i.e. website).

3) Training on, among others:

- How to establish yearly work plans, especially at the initial phase.

- How to lead meetings and ensure progress of the work of the TF body move forward. Role playing techniques as a tool for resolution of conflict of interests to the position of others.

- How to monitor and evaluate the work of the TF body and the improvements made in trade facilitation.

All of the above are important to achieve a "healthy" trade facilitation body, especially relevant for LDCs, for which financial resources and technical assistance are seen as important success factors.

It is also worth noting that, in some cases, when donor's support ends, the trade facilitation body might dissolve, due the lack of resources. Donors wishing to assist LDCs should take into consideration potential challenges such as the level of computer literacy among trade facilitation members or the lack of internet access in many agencies. Extra trainings and resources should be allocated to address these possible challenges and ensure sustainability in the long-term.

The report prepared by UNCTAD, as well as discussions during the meeting, have evidenced that donor's support is and will be highly relevant for the implementation, coordination, development, communication and promotion of trade facilitation bodies. Donor's support should be provided, especially in the case of LDCs.

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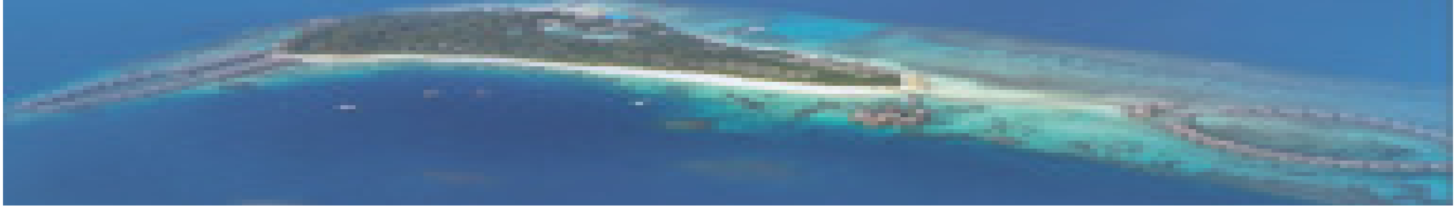
ADDRESSING THE TRANSPORT AND TRADE LOGISTICS CHALLENGES OF THE SMALL ISLAND DEVELOPING STATES (SIDS): SAMOA CONFERENCE AND BEYOND

Held on 11 July 2014, and in the lead up to the Third International Conference on SIDS (1-4 September 2014, Samoa), the Ad Hoc Expert Meeting on "Addressing the Transport and Trade Logistics Challenges of the Small Islands Developing States: Samoa Conference and Beyond" offered an opportunity to discuss the unique transport-related challenges facing SIDS and consider ways in which these can be better understood and adequately addressed



Chaired by Her Excellency Ms. Marion V. Williams, Ambassador of the Permanent Mission of Barbados to the United Nations, the meeting considered a number of issues including some of the key transport and trade logistic challenges of SIDS; climate change impacts on SIDS transport infrastructure and the need for adaptation; financing of transport infrastructure development as well as the role of partnerships and collaboration mechanisms.

SIDS are marginalized in international trade and transport networks due to their inherent geographical, economic, social and environmental features, in particular their "smallness", remoteness and insularity. Symptomatic of their underlying transport challenges, SIDS rank very low on the UNCTAD's liner shipping connectivity index (LSCI). Owing partly to their small size and narrow resource base, SIDS face significant trade imbalances where import volumes outpace exports. This raises significant operational challenges for transport and raises costs for SIDS. A related issue is the low trade volumes in SIDS which limit the scope for SIDS to benefit from economies of scale or attract shipping services and investors. Added concerns result from SIDS coastal transport infrastructure in particular ports and airports being highly exposed and vulnerable to climate risks and disaster threats. All these difficulties are compounded by SIDS limited technical, human resource and operational capacity in the field of maritime transport and shipping connectivity. More importantly, limited financial resources are at the heart of the problem, especially as SIDS are often highly indebted and – in view of their classification as middle income countries – have limited access to concessionary loans and resources.

Overall experts agreed that there was a need to tackle the transport hurdles that marginalized SIDS from regional and global transport networks. A broad range of intervention actions spanning the transport sector as well out other areas such as trade, finance, environmental protection and climate resilience are required. At the same time, a system-wide approach is to be favored to reflect linkages between sectors and the potential for synergies to be capitalized upon. Experts noted that regional cooperation in all SIDS, including in the field of transport needs to be further strengthened and expanded. The sharing of lessons learned as well as experiences and best practices both within and across regions should be encouraged. SIDS should ensure that existing opportunities are explored and exploited. These include in particular gains that could derive from the oceans and marine resources as well as the prospects of operating at a small scale, making use of local resources and catering for local needs. Experts noted that UNCTAD had a role to play in helping SIDS address their transport and trade logistics challenges and seize potential underlying opportunities. A more detailed report of the meeting including a summary of proceedings by session and presentations are available for free downloading at: http://unctad.org/en/pages/MeetingDetails.aspx?meetingid=586

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NEW CONTRACTING PARTIES TO INTERNATIONAL MARITIME CONVENTIONS ADOPTED UNDER THE AUSPICES OF UNCTAD

- International Convention on Maritime Liens and Mortgages, 1993
Entered into force; Contracting States: 18
Congo – 11 June 2014

- International Convention on Arrest of Ships, 1999
Entered into force; Contracting States: 11
Congo – 11 June 2014

For more information on the latest status of this and other Conventions, please visit: http://treaties.un.org/.

INTEGRATING A NEWCOMER INTO THE MULTILATERAL TRADING SYSTEM:

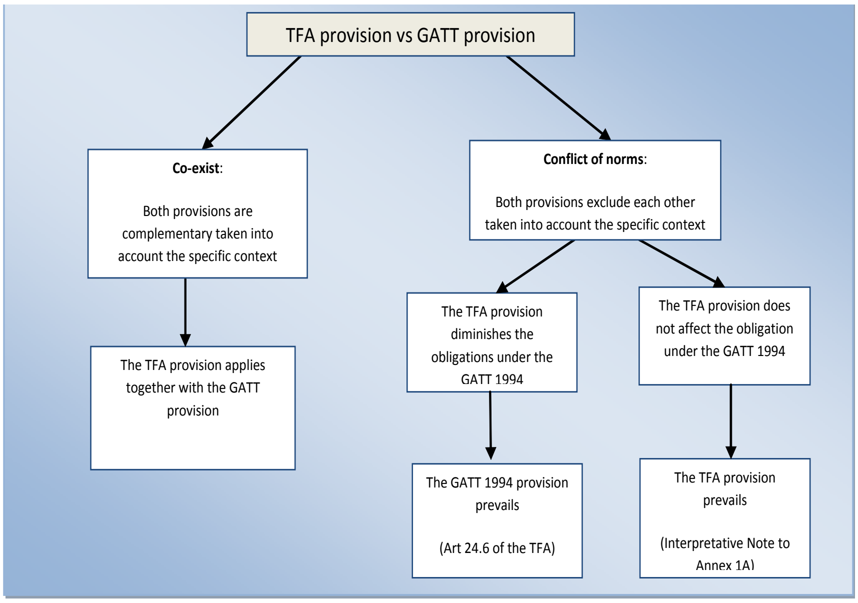
After almost ten years of intense negotiations, WTO Members reached an Agreement on Trade Facilitation (TFA) as part of a wider package adopted in the Ninth WTO Ministerial Conference in Bali last December. However, WTO Members missed the 31 July deadline for the adoption of the protocol on the TFA, thus the Protocol's adoption is still pending.

Once WTO Members adopt the protocol, the TFA will enter into force and be inserted into the Annex 1A (Multilateral Trade Agreements on Trade in Goods) to the Marrakech Agreement establishing the WTO (Marrakech Agreement). Thereby, the TFA will apply to trade in goods together with the General Agreement on Tariffs and Trade of 1994 (GATT), the Agreement on Technical Barriers to Trade (TBT), the Agreement on the Application of Sanitary and Phytosanitary Measures (SPS) and other agreements under Annex 1A.

The simultaneous application of all these agreements may result in divergent interpretations or even a normative conflict among them. The International Law Commission understands normative conflict as the situation "where two norms that are both valid and applicable lead to incompatible decisions so that a choice must be made between them." (ILC, 2006)

Negotiators foresaw this potential vulnerability and included a final provision in the TFA settling down some sort of hierarchy in the application of these agreements. What stands out from this provision is its significant difference from the general interpretative note to resolve the conflict of norms (Annex 1A to Marrakech Agreement).

Figure 1



Conflict of norms in the Multilateral Agreements on Trade in Goods

Pursuant to the Interpretative Note to Annex 1A, in the event of conflict between a provision of the GATT 1994 and a provision of another agreement applicable to trade in goods, the provision of the other agreement shall prevail to the extent of the conflict. The aim is to clarify the legal relationship of the GATT 1994 with the other agreements in Annex 1A (Appellate Body report, *Brazil-Desiccated Coconut case*).

For instance, an inconsistency between the interpretation of a GATT provision and a provision contained in the SPS Agreement shall be resolved applying the SPS Agreement and leaving aside the GATT 1994, provided that this prevalence is exclusively limited to the scope of the conflict.

The Interpretative Note brings into the multilateral trading system the *maxim lex specialis derogate legi generali.* According to this principle, where two or more norms govern the same factual situation, a norm that deals specifically, and in detail, with a subject matter overrides a rule governing general aspects of the same subject. The rationale of the principle is that special norms often take better account of the particular circumstances than any general applicable norm (ILC, 2006). It means that the general norm remains valid and applicable, but it will not apply to the particular subject covered by the specific norm.

In the WTO legal framework, the GATT 1994 governing all trade in goods is the *lex generalis*, while the other agreements listed under Annex 1A governing a particular aspect of trade in goods are *lex specialis*. By the same token, Article 21.1 of the Agreement on Agriculture and Article 1.2 of the Understanding on Rules and Procedures Governing the Settlement of Disputes (DSU) confirm the application of the *lex specialis* principle in the WTO law (Appellate Body report, *EC-Export Subsidies on Sugar case*).

As a consequence, the Interpretative Note to Annex IA establishes a hierarchy between the multilateral agreements on trade in goods, where the specialized agreement overrides GATT 1994 in case of a normative conflict. In this regards, the Panel in EC-Bananas III case defines conflict as (i) any clash between GATT 1994 obligations and obligations contained in agreements listed in Annex 1A insofar as those obligations are mutually exclusive in the sense that a WTO Member cannot comply with both obligations at the same time, and (ii) the situation where a rule in one agreement prohibits what a rule in another agreement explicitly permits (Panel report, *EC-Bananas III case*).

Conflict of norms in the TFA

According to the mandate contained in Annex D of the Doha Work Program adopted by the General Council (WT/L/579), the TF negotiations aimed at clarifying and improving the relevant aspects of GATT Articles V (Freedom of transit), VIII (Fees and formalities connected with importation and exportation), and X (Publication and administration of trade regulations). The new WTO TFA did not amend or derogate these three articles or any other of the agreements on Annex 1A .

Consequently, the TFA shall apply simultane-

Photo: WTO'S Ministerial Conference, 3 December 2013 © WTO/ANTARA

ously with the provisions contained in GATT 1994, including the three aforementioned articles, and other existing multilateral agreements on trade in goods (listed in Annex 1A). In other words, all these agreements together are valid and applicable to trade in goods. The Appellate Body in *Korea-Dairy* and a Panel in *Indonesia-Autos* confirmed that WTO obligations were generally cumulative and WTO Members must comply with all of them simultaneously (Appellate Body report in Korea-Dairy and Panel report in Indonesia-Autos).

Only to the extent that the TFA provisions and other WTO provisions are not considered compatible or complementary, Article 24.6 of the TFA shall apply settling the conflict of norms. Pursuant to this article, nothing in the TFA shall be construed as diminishing the obligations of WTO Members under the GATT 1994 in spite of the Interpretative Note to Annex 1A explained above.

Therefore, Article 24.6 of the TFA reverts the hierarchical order established under the Interpretative Note to Annex 1A, being an exception to the *lex specialis* principle. That is, the TFA grants preference to the GATT 1994 *(lex generalis)* over the TFA (*lex specialis*), but only when a TFA provision diminishes the obligations of a WTO Member under the GATT 1994.

Nonetheless, the order established under the Interpretative Note to Annex 1A remains applicable as a technique to resolve conflict of norms for cases not involving the reduction of a GATT obligation. In this respect, when a TFA provision and a GATT provision clash, the provision of the TFA shall prevail to the extent of the conflict, and provided that the GATT obligations are not diminished (Figure 1).

Other specialised agreements

Article 24.6 also governs the conflict of norms between the TFA and the TBT and SPS Agreements. Thereby, nothing in the TFA shall be construed as diminishing the rights and obligations of WTO Members under the TBT and SPS Agreements.

In this vein, the conclusions stated in the previous section, regarding the normative conflict between the TFA and the GATT 1994, are also relevant for the SPS and the TBT Agreements. Thus, the TBT or the SPS Agreements will prevail when the TFA is construed as diminishing the rights and obligations of a WTO Member under both agreements.

It must be mentioned that this rule not only applies when obligations under the TBT and SPS Agreements are affected negatively, but also when the rights arising from both agreements are negatively affected. Even if the agreement does not make any reference, for any other case, the TFA should prevail provided that this agreement deals specifically, and in detail, with the particular situation at issue (lex specialis).

Final remark

One of the possible reasons explaining the inclusion of Article 24.6 into the TFA is the fear of TF negotiators to affect the existing rights and obligations under the WTO Agreement. The TFA may be included in the multilateral trading system 19 years after the entry into force of the WTO Agreement. Obviously, WTO Members did not want to diminish the legal enforcement of such a successful legal system. Nonetheless, it is difficult to understand why negotiators only sought to protect the obligations arisen from GATT 1994, while protecting the rights and obligations under the SPS and TBT Agreements.

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ENERGY CONSUMPTION AND EFFICIENCY IN PORTS: EMERGING CHALLENGES TO IMPROVE THE SUSTAINABILITY OF SUPPLY CHAINS IN LATIN AMERICAN AND THE CARIBBEAN

The Infrastructure Services Unit of the Natural Resources and Infrastructure Division of the United Nations Economic Commission for Latin America and the Caribbean (ECLAC) is conducting research on energy consumption and efficiency in terminals in the Latin American and Caribbean (LAC) region and beyond in its effort to create awareness on energy efficiency in international supply chains and to establish infrastructure energy efficiency indicators.

Background

Transport and freight logistics are based on the consumption of fossil fuels until today (ECLAC, 2013). Over the last years the energy consumption of the transport sector in Latin America reached more than 2000 million ton equivalent petroleum (tep), representing one third of the regional energy matrix. On average the share of the transport sector of overall energy consumption in the region increased from 27 percent (1990) to 35 percent (2010) (Latin American Energy Organization (OLADE), 2013). Port throughput in LAC increased from 12.6 million TEU in 1997 to 46.0 million TEU in 2013 (est.). LAC also experienced a changing geography of trade as evidenced in a strong increase in the trade between Asia and LAC. Reefer trade has been one of the fastest growing market segments in the container shipping industry to and from LAC. Reefer cargo requires constant refrigeration to maintain the quality of the product and thus consumes a significant amount of energy while moving in the supply chain. Hence, reefer trade poses an additional pressure on efficient energy consumption besides the energy required for regular port activities and operations.

Despite changes in scale and structure of LAC container trade, energy efficiency measures and strategies are hardly present in the region's ports and terminals. In the line of efforts to increase the sustainability of supply chains, energy consumption has been emerging as an important topic, as it is directly connected to three pillars of sustainability: the social, economic and environmental dimension. A reduction of energy consumption has direct impacts on emissions, reduces costs in the supply chain and in developing regions contributes to energy security.

Governments are increasingly focusing on and pressuring for more climate sound strategies. However, these initiatives and policies usually focus on emissions as a symptom of industrial activity, but not on the causes, of which energy consumption is one. Thus, a detailed understanding of energy consumption in logistics supply chains is a necessary first step to engage in strategies and policies towards more sustainable performance. Hence the question arises:

The discussion with terminal operators identified that there is actually very limited understanding of energy consumption patterns in terminals within the industry. Thus this new data is part of an effort to comprehend emerging production and consumption processes, in order to support and reflect upon new policy needs.

The research currently includes over 50 terminals in Latin America and beyond, including container, petrol and gas and oil terminals, which are located in 9 different countries in the Latin American region. The following analysis is based on the results from a selection of container terminals from the region.

Energy sources and general pattern of consumption in container terminals

Currently, the majority of energy used in LAC ports is generated from fossil fuels. A reduction of fossil energy consumption through improved efficiency and electrification in ports has been perceived as part of the solution to reduce the dependence on fossil fuels in other parts of the world, but also in LAC. The survey reveals that on average 36 percent of the energy used is electricity in container terminals. These findings, on the one hand, show a huge potential to switch from fossil fuels to electricity and thus to reduce Scope 1 emissions. On the other hand, it indicates a significant challenge; as such a conversion would have to be mitigated with investment in the energy grid and production in order to accommodate the new demand and particularly the demand peaks. At the same time the results illustrate that the share of electricity in the majority of the terminals under study is slowly starting to increase. Additionally, distribution of energy consumption clusters can vary considerably mostly depending on the reefer share and during the fruit season it can easily increase to up to 60 percent of the total electricity consumption of a terminal.

The reefer challenge in energy consumption

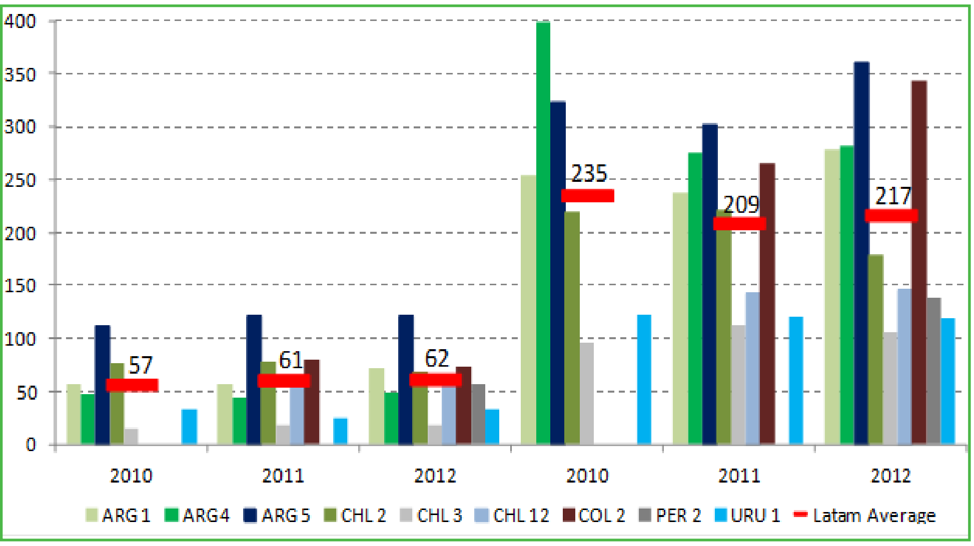
One challenge of containerized reefer cargo is its seasonality (Vagle, 2013) as it creates significant variations and peaks in energy consumption, but also the peaks determine the amount of reefer plugs required for an efficient operation at the terminal. The peak fruit season last only three months and thus creates an oversupply of reefer infrastructure in the rest of the year.

A further characteristic of reefer cargo is that it is not uniform and it needs to be differentiated between frozen, chilled and controlled atmosphere cargo with considerably varying energy consumption patterns. In opposition to the general belief that frozen cargo consumes the least amount of energy compared to chilled and controlled atmosphere cargoes, the authors argue, that the two latter require constant energy supply as slightest temperature variations can impact negatively on the cargoes' quality. Further the authors asked:

What is actually the difference between the level of energy consumed by a reefer and dry TEU, when taking into account all processes in a terminal?

The figure on the next page illustrates the difference in energy consumption between these two types of containers at a macro scale, without taking into account different types of reefer cargoes. In this particular case energy consumption from fossil fuels and electricity were taken into account for refrigeration, terminal lighting, buildings, cranes and buildings. The calculations are based on an equation adapted from the methodology used in Buhaug et al. (2009) on the comparison between reefer and dry containers. At all terminals significant differences exist in the energy consumed between dry and reefer cargo. The differences result from energy consumed for cooling versus non-cooling of the respective cargo. There is an urgent need to identify, whether changes in

Dry Container versus Reefer Energy Consumption (kWh)



Source: Authors' own estimations based on ECLAC/USI Energy Consumption and Efficiency Survey.

energy consumption stem from an increase of operational efficiency or are the result of technological change (for a general discussion on advances in terminal productivity and technological change in LAC see Wilmsmeier et al. 2013), the type of reefer cargo or even the conditions in which the cargo is delivered.

The latter was revealed in interviews with terminals. According to operators reefer cargo is often packed and delivered to the terminal in containers that are not pre-cooled. Thus an important amount of energy is required to cool down the units to the specified temperature. However, apart from the greater need for energy this practice also increases risks for the cargo, potentially affecting the quality of the products and thus creating additional logistics costs later in the cold chain.

ECLAC proposed actions for ports and terminals

The results and experiences on the current structure and evolution energy consumption in container terminals show the need for action of industry and policy makers. Therefore the following 6 action points have been developed to support the finding of solutions for energy efficiency in ports:

1 ***"Only what is measured, can be improved"***
Ports and terminals should install an energy monitoring systems to assess current energy consumption and related costs

2 ***"Identify the energy consumption sources"***
Ports and terminals should identify their energy consumption sources to reveal energy reduction potentials

3 ***"Formulate an energy efficiency and reduction plan at the process level"***
Ports and terminals should formulate an energy efficiency and reduction plan at the process level to coordinate energy efficiency actions.

4 ***"Implement energy efficiency measures and strategies"***
Ports and terminals should implement energy efficiency measures and strategies as a coordinated action, especially focusing on processes with high energy reduction potential.

5 ***"Obtain energy efficiency certificates to demonstrate your success"***
Ports and terminals should apply for energy efficiency certificates to demonstrate their success and to gain competitive advantage.

6 ***"Formulate a long-term sustainability strategy to meet future energy and infrastructure needs"***

Ports and terminals should formulate a long-term strategy to meet future energy needs, especially if an expansion or electrification of the port/ terminal is planned.

Conclusion and Outlook

ECLAC's work focuses on the discussion of the relevance of energy consumption as a base for identifying energy efficiency potential, carbon footprint calculations and sustainability of supply chains. The research and field experiences disclosed the urgent need to create more awareness on the topic and are receiving very strong interest from the terminal operators and other supply chain actors.

The findings show how important a detailed understanding of energy consumption patterns and sources is and how much more research is required to gain a full understanding of future energy demand and port capacity. Beyond identifying consumption this first research on energy consumption and efficiency in Latin American container terminals illustrates not only the environmental, but also the economic dimension of the energy and infrastructure evolution discussion and how this can contribute to converting container terminals into more sustainable infrastructures.

The presented results are not only relevant for the terminal operators, but also for policy makers, port authorities and transport and logistics operators as these figures provide details to compare different terminals and countries.

By way of example, a recent seminar at ECLAC gathered 60 representatives from the maritime, port and energy sectors from Argentina, Chile and Uruguay and Germany to discuss ways of cooperation and to exchange best practices.

Further the relevance of the topic is revealed in the very recent decision by the Mexican Government to include ports in their energy efficiency plan, in line with ECLAC's proposal to develop regional energy efficiency indicators and benchmarks for infrastructure especially ports.

Investigation on this topic is continuing and aims at including terminals of all kinds across the whole Latin American and Caribbean region and beyond, to further specify energy efficiency indicators and to establish a benchmark of comparison within and outside the region.

For further information, please contact Gordon Wilmsmeier (gordon.wilmsmeier@cepal.org or trans@cepal.org), ECLAC

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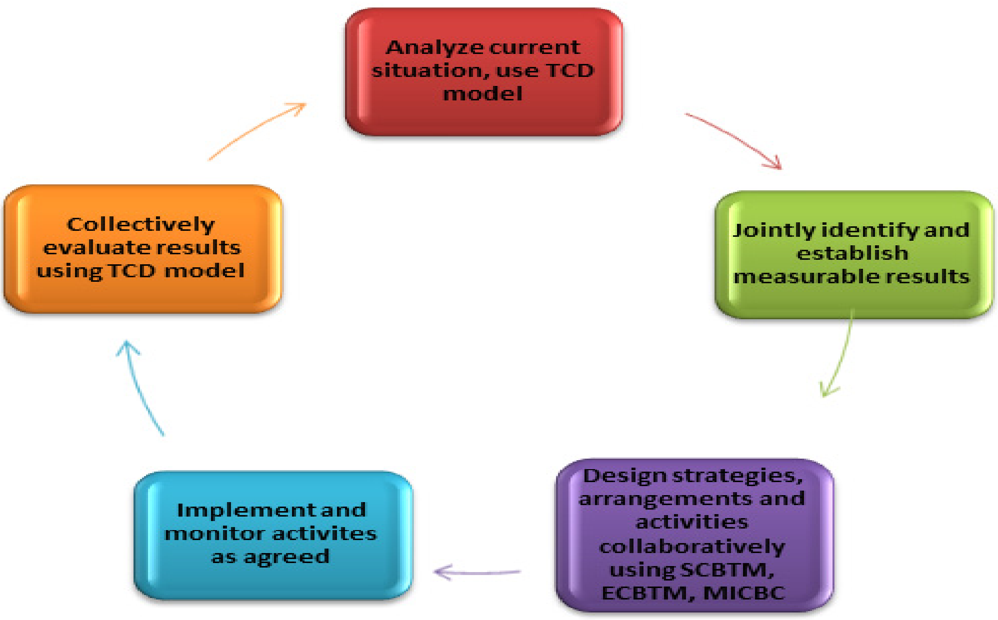
RESULT BASED FRAMEWORK FOR COOPERATIVE BORDER MANAGEMENT BASED ON ESCAP TRANSPORT FACILITATION MODELS

ESCAP has developed a result based framework for cooperative border management based on its four transport facilitation models.

The models are the Secure Cross Border Transport Model (SCBTM)[2] that provides for a concept for cross-border vehicle tracking system using new technologies; Efficient Cross Border Transport Model (ECBTM)[3] provides a methodology to identify non-physical barriers, evaluate alternatives to find optimal solutions; Model on Integrated Control at the Border Crossing (ICBCM)[4] provides ways to streamline the information flow and equipment at the border crossings; and Time Cost Distance Model (TCDM) is a tool to identify and graphically depict bottlenecks along the corridors.

Result Based Framework for Cooperative Border Management using ESCAP Transport Facilitation Models



Based on ESCAP Transport Facilitation Models – A new paradigm for Cooperative Border Management, paper presented at Inaugural INCU Global Conference held at Baku, Azerbaijan from 21 to 23 May 2014.

Figure 1 presents a result-based framework for cooperative border management based on the models as an iterative process. The first step to develop a result-based framework is to use TCD model to ascertain where and why delays are happening. The second step is the joint agreement by border agencies on results to be achieved such as reduction in clearance time and/or documents. Thereon, keeping in view the agreed results, strategies, arrangements and actions based on four models either alone or in combination should be worked out in collaboration with all stakeholders including from private sector. Once joint decision on the strategies, arrangements and actions to be undertaken is agreed, the next step is their implementation by the respective agencies. After specified period, TCD model can again be used to evaluate the extent to which results have been achieved or whether further changes are required which can than feed into next cycle.

Effective and efficient border management requires collection, analysis and timely dissemination of relevant information regarding cargo and people to help border officials take decision to allow low risk cargo and identify and interdict high risk cargo. Since the border management activities including information are spread across multiple agencies, there is a need to align them around mutually agreed results, so that there are arrangements for sharing information available with each of the agencies, which can be integrated and converted into actionable intelligence to help border officials to make accurate decisions with regard to admissibility of cargo and people without adversely affecting their flow.

The WTO agreement on trade facilitation has provided a renewed thrust on border agency cooperation as means to reduce inordinate border crossing delays and thereby reduce transaction costs, the ESCAP transport facilitation models and results based framework based on it provides way to accomplish it.

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Transport Division, UNESCAP

[1] http://www.incu.org/conference_INCUGlobalConference2014.html [2] http://www.unescap.org/resources/secure-cross-border-transport-model ; [3] http://www.unescap.org/resources/efficient-cross-border-transport-models [4] http://www.unescap.org/resources/model-integrated-controls-border-crossings

CITES SECRETARIAT AND UNCTAD JOIN FORCES TO ASSIST CUSTOMS AUTHORITIES TO REGULATE TRADE IN WILDLIFE

UNCTAD and CITES signed a Memorandum of Understanding to help countries regulate cross-border trade in animals and plants.

The Secretariat of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) and the United Nations Conference on Trade and Development (UNCTAD) have agreed to work together in providing customs authorities with better tools to regulate the import and export of CITES-listed species. Among these will be a module for international trade in CITES-listed species, called ACITES, which will be fully integrated into UNCTAD's Automated SYstem for CUstoms DAta (ASYCUDA).

ASYCUDA is a computerized customs management system currently used by over 90 countries which covers most foreign trade procedures. The ACITES ASYCUDA module will be able to link with computerized customs systems and will be based on the CITES Appendices, which contain over 35,000 listed species of wild animals and plants.

Commenting on the partnership, UNCTAD Secretary-General Mukhisa Kituyi said "the main purpose of the cooperation between CITES Secretariat and UNCTAD is to ensure that international trade does not harm the conservation of CITES-listed species enhance the livelihoods of the poor and promote opportunities for entrepreneurs that comply with CITES requirements and national legislation. In this regard, the harmonization of CITES electronic documentation standards with the ASYCUDA automated system is timely and opportune".

The harmonization of CITES electronic permit standards (e-permitting) with ASYCUDA will also help CITES parties to trace traded species throughout their business chain. This will contribute to ensuring the sustainable use of species that are legally traded, and improving the livelihoods of the poor.

"The provision of enhanced tools for customs authorities enables better control of international trade in CITES-listed species;" CITES Secretary-General John E. Scanlon said during the signing of the Memorandum of Understanding between the CITES Secretariat and UNCTAD.

"The use of these tools will contribute towards ensuring the sustainable use of species legally in trade and to preventing illegal trade by reducing the opportunities for fraud. CITES parties developing e-permitting systems will be able to access technologies that provide new solutions by utilizing cutting-edge efficient information and communication technologies."

Information on CITES e-permitting systems is available on the CITES website. Information on the ASYCUDA automated system is available at http://www.asycuda.org/.

UNCTAD Secretary-General Mukhisa Kituyi (right) with Mr. John E. Scanlon, CITES Secretary-General

UGANDA REVENUE AUTHORITY (URA) LAUNCHES ELECTRONIC MONITORING OF GOODS IN TRANSIT

Internet based information platform, URA has launched an electronic system that helps owners of goods, clearing agents and transporters to monitor the location and status of their cargo while in transit.

The Electronic Cargo Tracking System (ECTS) will monitor imports, exports, re-exports and goods in transit to other countries in the region. It will greatly improve the process of managing goods in transit by providing real time feedback to the business community and URA, thereby reducing transit time and the cost of doing business.

The US$5.2million system was co-funded by the Government of Uganda in partnership with the World Bank and Trademark East Africa. The system, which was developed by B'SMART Technologies of Malaysia has been designed and customized to the needs of URA.

"When we started piloting in October 2013, the transit period through Uganda was seven days on average and has now been reduced to two days. This was partly because the drivers were making un-necessary stops along the journey. But now with electronic monitoring, this has changed. The system will track the movement of goods from the beginning to the end of the journey thereby enhancing security of international trade supply chain," says Richard Kamajugo, URA Commissioner for Customs.

At the launch of the ECTS in May 2014, the Commissioner General URA, Allen Kagina noted that ''the ECTS is an important trade facilitation tool not only for URA but for business and the Eastern African Community (EAC) region. Today, Uganda marks a key milestone of abolishing all physical escort of goods in transit, we shall deploy less costly and non-intrusive ECTS to further facilitate trade"

Kagina further said that "Physical escort fees for high risk cargo are Ugandan US$ 51/day, one day delay at the border costs US$ 16/day, truck retention charges are US$ 200/day. Implementation of the new system is expected to do away with such costs and result into faster movement of goods at much lower costs."

How ECTS works

The Electronic Cargo Tracking System (ECTS) monitors the movement of cargo using an electronic seal (eSEAL) which is affixed on a container or an electronic track (eTRACK) which is affixed on a motor vehicle. Both the eSEAL and eTRACK transmit real time information about the status and location of the container or vehicle to the customs officers at a Central Monitoring Centre (CMC).

The system has an interface that enables cargo owners, transporters and clearing agents to receive information about the status of their cargo in real time. If the device transmits information that is contrary to that declared earlier, for example, goods being diverted or tampering of the seal, the URA Rapid Response Unit teams deployed along the transit routes will quickly respond to the alert.

The decision to procure this system was driven by the desire to facilitate trade through the provision of real time information about the location and status of goods while in transit and reduce transit time which will ultimately reduce the cost of doing business. This is part of URA's deliberate and continuous effort to leverage technology to facilitate trade without compromising customs controls.

Before ECTS

Before the system, URA had challenges that made ECTS inevitable. Among them were the diversion goods and the delays truck drivers experienced in transit. This necessitated URA to physically escort goods especially those of high revenue risk. This was inefficient, costly, time-consuming and required a lot of manpower. Furthermore, the owners of goods had to meet the costs of the physical escorts. As the volume of cargo grew, physically escorting the goods was not sustainable. For instance, 10 years ago, URA received 400 trucks a day at the Malaba border station. Today, the number has grown to between 1200-1500. With increasing volumes of cargo and the drive to reduce the cost of doing business, this trend had to change, hence the need for an electronic tracking system which enables the electronic seal/track to communicate to more than one person providing updates about the status and location of cargo in real time.

Expected benefits to the business community

• Following the removal of physical escorts and other associated transit costs, the business community will save up to US$ 1.2 million per year, which is expected to translate into lower costs and ultimately lower consumer prices.

• Secure cargo while in transit enhancing the security of cargo and minimizing the risks of theft.

• The use of ECTS is expected to lead to less reliance on use of transit bond, initially a nominal bond will be used. In the long run, it is expected that no bond will be required.

• Government of Uganda is meeting all costs related to ECTS including electronic seals, ECTS therefore causes no additional costs to business.

• Improved communication through the ECTS-trader interface to provide real time information on the status transit cargo and confirmation of arrival which will facilitate planning by the business community.

• Reduction of transit time; during the pilot of the system which commenced in October 2013, transit time reduced from seven (7) days to two (2) days.

• Increased business turnover due to reduced transit time.

• Ability to manage and communicate with the transporter or driver via mobile devices and receive exceptional alerts anywhere and at any time.

Benefits to URA

• Ability to monitor transit cargo in real-time which enables better planning and allocation of resources.

• Reduced incidences of diversion of cargo in transit and elimination of revenue loss arising from disappearance of cargo trucks, fraud and dumping in the market by unscrupulous business operator. The ECTS is expected to save government over US$ 1.2 million per annum in loss of revenue on goods in transit.

• Reduced compliance costs which frees up the URA human capital resource to focus on other relevant matters.

• Better facilitation of international trade

Change Management done

Before the pilot in October 2013, at least 357 members of the business community – that is – transporters, bonded ware house owners, cargo owners and clearing agents - were trained about the system and its benefits. URA also trained 585 customs officers at both inland and border stations and those attached to bonds that are responsible for activating and removing the electronic seals. The stakeholders have willingly embraced it.

Interface with other regional systems

The URA ECTS system is designed in such a way that it can interface with other systems within URA and those of neighboring EAC countries. Within URA, the ECTS has already been interfaced with the customs clearance system (ASYCUDA World) and plans are underway to interface it with the electronic cargo scanners. URA has already provided an ECTS interface with some cargo owners and customs agents who are now monitoring their own cargo in real time within the comfort of their offices or homes. Regionally, discussions with Kenya Revenue Authority (KRA) have commenced to connect ECTS with KRA to track transit goods from Mombasa port through to Kigali.

For further information please contact, Nelson Karanja (nelson.karanja@trademarkea.com), TradeMArk East Africa

INAUGURAL INCU GLOBAL CONFERENCE

The International Network of Customs Universities (INCU) first Global Conference "Trade Facilitation Post-Bali: Putting Policy into Practice" was held from 21 to 23 May 2014 in Baku, Republic of Azerbaijan.

The conference was jointly organised by the International Network of Customs Universities (INCU) and the State Customs Committee of the Republic of Azerbaijan and hosted by the State Customs Committee of the Republic of Azerbaijan. The conference brought together delegates from over 70 countries including representatives of customs administrations, the private sector, academic institutions and international organisations.

The conference was co-chaired by the Chairman of the State Customs Committee of the Republic of Azerbaijan, Professor Aydin Aliyev, and the President of the INCU, Professor David Widdowson.

The opening address of the conference was delivered via video by the Director General of the World Trade Organization, H.E. Ambassador Roberto Azevedo who said:

"With trade growth still sluggish after the financial crisis you can make a real contribution by helping trade to flow more smoothly and efficiently. The Trade Facilitation Agreement which was agreed in Bali last December will help you in this task and I believe this agreement is a real breakthrough and represents a transformative moment for the WTO and a boost for the global economy. And I think it demonstrates perfectly the significance of your work. It shows the centrality of Customs to the state of the economy and therefore to the health, wealth and happiness of us all. By streamlining and standardising customs processes, economists think that the Trade Facilitation Agreement will have a major impact"

Conference delegates were also addressed by three Nobel Laureates: Professor Sir Christopher Pissarides, Professor Thomas Sargent and Professor Alvin Roth, and the Assistant Secretary of the US Department of Homeland Security, Dr Alan Bersin, along with many other distinguished academics and customs practitioners.

The high level Government representation at the conference, including that of the Deputy Prime Minister of the Republic of Azerbaijan, the Minister of Communication and Information Technology, the Deputy Chairman of the Parliament of the Republic of Azerbaijan and other senior members of Government was extremely well received and greatly appreciated by all delegates.

On Day 3 of the conference, the INCU signed a Memorandum of Understanding (MOU) with the European Ports Community Systems Association (EPCSA) with the goal of promoting cooperation in the development and provision of world-class research and education. The initial objective of the two organisations is to develop new curriculum modules based around Port Community Systems (PCSs) and the important role they play in the smooth flow of cargo around the world.

The meeting was also attended by a number of observers including representatives of EPCSA, the International Association of Ports and Harbours (IAPH), the State Customs Committee of the Republic of Azerbaijan, the US Department of Homeland Security and UNCTAD.

Based on the outcomes of the conference and the General Meeting, the INCU adopted the Baku Resolution, which is available on the INCU website.

For further information please contact, INCU Secretariat at: info@incu.org or www.incu.org

MARITIME STUDIES PROJECT (GMS)

Internet based information platform showcases maritime related study courses at 14 German Universities.

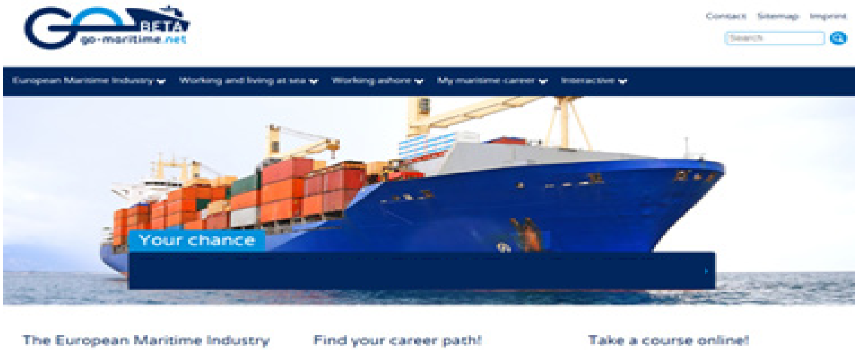
The GMS platform offers centralized information access about all maritime related degree courses offered at 14 different German Universities spread across Northern German from Leer to Stralsund and from Bremerhaven to Duisburg.

Anyone interested will find valuable information and easy access to further contents on the side. The different degree coursed, as well as Universities where same are offered, are presented in an easy access format enabling a quick overview where to study what, and which courses are offered where. Additionally the portal provides sources for further information about contents of the programs and application procedures which can be accessed via the German Maritime Studies portal.

The project is aimed at international as well as German students who wish to obtain a maritime related degree at a German University. German Maritime Studies will enhance the presence of the German maritime related education as well as display the vast opportunities open to anyone seeking a degree in the various fields of education, may it be ship building, ship management, ship technology or maritime management.

German Maritime Studies will enrich the presence of German maritime education towards potential applicants and serve as a common introductory portal in addition to attracting further applicants at the participating project partners.

For further information please visit: http://www.german-maritime-universities.de/



NEW MARITIME INFORMATION PORTAL: WWW.GO-MARITIME.NET

The e-portal Go-Maritime is online now. The innovative web presence builds the new career harbour for pupils, students, job beginners and for young professionals who are interested in a career in the European Maritime Industry. It aims to stimulate interest for job opportunities in the sector, to support the beginning of a career path and to show the concept of a career lifecycle. Five menu items invite users to browse a whole host of features:

European Maritime Industry

The user gets a general overview of the European Maritime Industry in which almost five million people work. The animated 'logistic chain' shows, why 90 percent of all goods worldwide are transported by ship. What trends can be expected in the shipping industry? Go-Maritime pro¬vides a look into the future; from megaships, up to a kite for container ships and tankers. The main attraction is an interactive map that shows European training opportunities, information points and potential employers.

Working and living at sea

What is it like to work in the European Maritime Industry? The portal helps the user to get a realistic idea of a working routine. It takes him/her to concrete situations of the professional life at sea. Two films illustrate the everyday work of a Ship Deck Officer and a Ship Engineer. A selection of photos delivers authentic impressions of working and living at sea

Working ashore

Young professionals who want to switch to work ashore can also find relevant information on the portal. Portraits of the different work areas in ports, at public authorities, in shipping companies and in the field of logistics companies show the different opportunities to work within the European Maritime Industry without spending time at sea.

My maritime career

Plenty of job opportunities ashore and at sea are character-ised at the menu item "My maritime career". The user selects his/her profile as a starting point and gets inspired by the potential career paths. Tasks and duties of daily job life, useful qualifications and career opportunities are described in a realistic way. As an additional service, the portal provides links to various job boards and application tips. E-learning-courses are available for potential and current workforce members in order to gain further substantial knowledge and develop relevant skills.

European Maritime Industry

The menu item "Interactive" is a resource in which the user can become immersed in the maritime world such as through learning knots, playing a logistic multiplayer game and reading seaman's dictionaries. YouTube videos are also available which show the day to day life of a person in a maritime profession, and Twitter delivers the latest news from the maritime community. There is also the facility to access the ship tracking website, where the user can check out where the ships of family members or friends currently are.

For further information please visit: www.go-maritime.net

UNCTAD PUBLICATIONS

"The New Frontier of Competitiveness in Developing Countries: Implementing Trade Facilitation"

Since the First Ministerial Conference in 1964, UNCTAD has aimed to "promote, within the United Nations family, arrangements for: (c) Inter-governmental action for research into improved marketing techniques, the organization of trade fairs, the dissemination of market intelligence and the simplification of formalities relating to Customs procedure, commercial travel, etc." UNCTAD's role in Trade facilitation is well detailed.

The following report consolidates results from 26 national implementation plans to help assess the progress thus far achieved in the implementation of the trade facilitation agreement (TFA) as negotiated at the WTO. The report hopes to serve as a guidance tool for trade facilitation policy makers at the national, regional, and multilateral levels in both developed and developing countries.

The 26 countries discussed comprise of LDCs, middle income developing economies, landlocked countries, and small island economies in Africa, Asia, the Caribbean, and Latin America. The rate of full implementation varies from 19% to 76%. Measures which have not been implemented at all range between 3% and 28%. The majority of measures appear to be at the halfway point in the implementation process. Based on the sample of countries, there appears to be distinct correlation between the level of development in a country, and the level of implementation of trade facilitation measures. Of the 14 described trade facilitation measures the following 5 are at lowest levels of implementation: Publication and availability of information, Advance ruling, Border agency cooperation, Prior publication and consultation, and National Committee on Trade Facilitation. The first four listed here are common for both LDCs and non-LDCs. Non-LDCs are lagging especially in implementing "appeal procedures" while LDCs in "measures to enhance impartiality, non-discrimination, and transparency".

Based on responses and descriptions of challenges, the following broad categories encompass many of the reasons why implementation has failed or is lagging:

1) There appears to be a lack of understanding of the proposed measure or lack of knowledge of the benefits from the measure.

2) Existing legal frameworks: Measures are implemented with no clear legal basis for the action; this has resulted in discontinuation of its application at administration's discretion. Further, the legal framework has proven to be on occasion a hindrance when implementing a measure.

3) Lack of resources in terms of financial, technological, institutional, or human.

4) Lack of information and communications technology (ICT) and infrastructure issues: ICT in use and infrastructure in place effectively prevent the application of the measure.

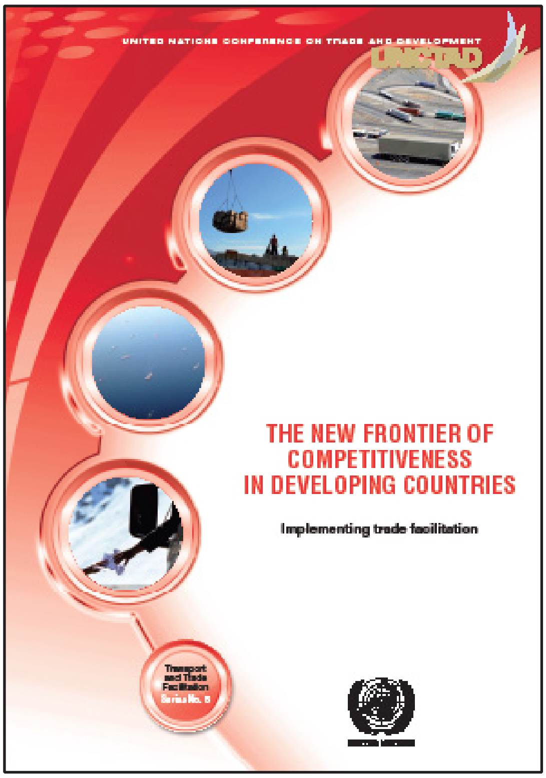
5) Lack of inter-agency cooperation: The lack of a dialogue and cooperation between governmental agencies involved or "turf" issues between the respective institutions.

6) Lack of organizational framework: An absence of a dedicated unit coordinating the implementation of measures.

The concerns expressed by developing countries' delegations as to the implementation challenges posed by the WTO's TFA are validated by these findings. However, high implementation measures have been observed in specific measures, pertaining to more traditional and Customs-based trade. It must be noted that though lack of resources is a primary challenge, other factors such as existing legal frameworks as well as lack of awareness of measures and benefits play crucial roles.

There appears a trend that participating countries prioritize ambitious trade facilitation measures such as single window and border agency cooperation, as well as more traditional reforms such as risk management and publication of information. There is a large overlap in the implementations prioritized by LDCs and non-LDCs. In a 2013 study by the OECD it was found that measures related to information availability, harmonization of documents, automated processes, good governance, and impartiality had the highest economic impacts. Developing countries in this sample seem to have a good grasp of measures that will bring about tangible benefits.

To reach a level of full compliance with the provisions of the Agreement, it is estimated



that 18 countries in the sample require a period of five years. 6 of these 18 have it in their capabilities to reach full implementation even in 3 to 4 years. There are 5 countries that need to stretch their implementation plans over a 10 year period. Evidence supports that it takes LDCs less time to achieve implementation targets as is observed by the correlation between economic development and implementation.

Reasons for long implementation times may differ depending on the measure. A significant amount of time is necessary to take a political decision at a national or regional level. The case is similar with construction of legal, administrative, or institutional reforms. Occasionally it is because the country wishes to implement a more ambitious version of the trade facilitation measure than the one currently envisaged in the WTO. 10 of the 26 countries performed investigations on the financial cost of reaching full compliance. This estimate varied from $136,000 to $15.4 million. In such a limited sample, no correlation appeared between current level of implementation and the total implementation costs. There do not seems to exist established tendency for costs to increase when longers implementations times are considered.

Countries working with national experts instead of international ones may be able to implement reforms at much lower costs. The case is the same when considering more ambitious implementation measures which drive costs.

Since 2002 there has been a 400% increase in the aid flows directed towards trade facilitation (OECD, 2012). Financial assistance aside, there is distinct need to carry out the following activities: Awareness raising on trade facilitation issues, reinforcing domestic institutions, building trust and cooperation between administrations and private sector, and extensive training of staff as well as traders. Alongside aid, donors should increase the nature and scope of their assistance to target specific needs and areas where assistance is required.

Locally, a key instrument in the implementation of trade facilitation reforms is the national trade facilitation committee. Each member country must set up such a cooperative platform and entrust it with facilitating both domestic coordination and implementation of provisions of the WTO TFA. The committee is particularly key in the following seven measures: Consultation, Risk Management, Av. Release times, Border agency cooperation, Review forms and documents, Reduction forms and documents, Single window. UNCTAD's extensive experience with national trade facilitation bodies has resulted in fifty detailed case-studies from developing countries. Of the 26 countries in the sample, 14 had national trade facilitation bodies in place. Unsurprisingly, these countries perform better than those that do not have trade facilitation bodies when implementing measures.

To conclude, trade facilitation remains a major challenge, particularly for LDCs, the majority of whom in the sample are below 40% in implementation level. The most challenging trade facilitation measures are yet to be implemented - cross-sectoral measures such as single window, enquiry points, publication, disciplines on fees, together with some advanced customs techniques such as advance ruling and authorized operators. Lack of resources while being a significant factor, is not the only obstacle in achieving implementation. Other factors are described above. The estimated costs and implementation times associated with trade facilitation reforms are within reasonable time and financial requirements. Accurately assessing these costs is still a challenge. The need for appropriate SDT treatment is acute and in need of careful examination. The international community needs to meet this demand especially for LDCs. Finally, priority must be given to trade facilitation tools such ASYCUDA which have helped overcome many significant challenges. National trade facilitation committees are crucial and their creation needs to be proactively supported by the international community.

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Dubai

PUBLICATIONS

UNCTAD 2014 world shipping fleet data on-line.

The largest national fleets in 2014 are those of Panama (21.07 per cent of total tonnage), followed by Liberia (12.13 per cent), the Marshall Islands (9.01 per cent), China Hong Kong (SAR) (8.17 per cent) and Singapore (6.14 per cent). Together, these top 5 registries account for 56.5 per cent of the world tonnage. Bulk carriers make up 42.9 per cent of the total tonnage, followed by oil tankers (28.5 per cent) and container ships (12.8 per cent). This, and much more detailed information about vessel types and national fleets for 1980-2014 can be found under:

http://stats.unctad.org/fleet

UNCTAD Liner Shipping Connectivity Index (LSCI)

The country with the highest LSCI is China, followed by Hong Kong China SAR, Singapore, Republic of Korea and Malaysia. The best connected countries in Africa are Morocco, Egypt and South Africa, reflecting their geographical position at the corners of the continent. In Latin America, Panama, has the highest LSCI, benefiting from its Canal and the location at the cross-roads of main East-West and North-South routes. Eleven of the twelve countries with the lowest LSCI are island states, reflecting their low trade volumes and remoteness

http://unctadstat.unctad.org/wds/TableViewer/tableView.aspx?ReportId=92

UNCTAD and other international organisations reaffirm support for implementation of WTO Trade Facilitation Agreement (TFA)

UNCTAD reaffirms commitment to support all developing countries, in particular African countries and least developed countries.

In a joint statement released on 22 July 2014, UNCTAD, together with the International Trade Centre (ITC); Organization for Economic Cooperation and Development (OECD); United Nations Economic Commission for Europe (UNECE) representing United Nations Regional Commissions; World Bank Group (WB) and World Customs Organization (WCO) reaffirm their support in a comprehensive and coordinated manner to developing, transition and least developed economies in implementing the World Trade Organization Trade Facilitation Agreement (TFA) - in close collaboration with the WTO and the donor community. The organizations support and encourage the WTO in sharing information on trade facilitation to respond to gaps in technical assistance and capacity building that WTO Members might identify

http://unctad.org/en/pages/newsdetails.aspx?OriginalVersionID=807

ESCAP update on paper less trade implementation in Asia Pacific

By Wang Tengfei and Yann Duval

The Trade Facilitation Agreement adopted by the WTO member countries at the Bali Ministerial Conference in December 2013 highlights the importance of trade facilitation for international trade and the global economy. This paper provides a unique set of data on the progress made by 29 countries in Asia and the Pacific in implementing various trade facilitation and paperless trade measures in 2013/14, as well as estimates of the benefits from moving forward with implementation. An important finding is that most countries do not regularly assess or publish release times, pointing to the lack of effective national trade facilitation monitoring mechanisms.

http://www.unescap.org/sites/default/files/Final%20Survey%2013-14%20Paper.pdf

World Bank study on liner shipping shows that restrictions to competition increase trade cost

This study is part of a larger effort by the World Bank to provide open access to its research and make a contribution to development policy discussions around the world

This paper examines how policy governing the liner shipping sector affects maritime transport costs and seaborne trade flows. The paper uses a novel data set and finds that restrictions, particularly on foreign investment, increase maritime transport costs, strongly but unevenly.

http://www-wds.worldbank.org/external/default/WDSContentServer/IW3P/IB/2014/06/16/000158349_20140616090715/Rendered/PDF/WPS6921.pdf

DynaLiners Trades Review 2014 edition

This new annual volume of DynaLiners Trade Review include a well-researched world container liner trade survey with this year's title: Team Up … or Ship Out!

https://www.dynamar.com/publications/129

Volume 41, Issue 4 of Maritime Policy and Management

This issue includes articles on the following topics: organizational change for port authorities, unveiling co-operative networks, impact of politics among others.

http://www.tandfonline.com/toc/tmpm20/41/4#.U9pdMrQX7To

Volume 16, Issue 2 of Maritime Economics and Logistics

This issue includes articles on the following topics: Port user typology, measuring cost efficiency, data envelopment analysis among others.

http://econpapers.repec.org/article/palmarecl/

EVENTS

Marine Money conference

Proceedings of Marine Money conference Geneva 2014 on-line, including UNCTAD's presentation on global fleet

http://www.marinemoney.com/forums/geneva14/presentations.htm

UN Conference on Small Island Developing Countries (SIDS)

1-4 September 2014, Apia, Samoa

The Third International Conference on Small Island Developing States will be held from 1 to 4 September 2014 in Apia, Samoa, to be preceded by activities related to the conference from 28 to 30 August 2014, also in Apia, Samoa.

http://www.sids2014.org/

Asia Pacific Trade Facilitation Forum 2014

24-25 September 2014, Bangkok, Thailand

The Asia-Pacific Trade Facilitation Forum (APTFF) aims to promote trade facilitation as an important component of a comprehensive strategy for national and regional development. It also intends to strengthen regional cooperation and coordination of Aid for Trade and related technical assistance and capacity building in trade facilitation, including paperless trade. Held in Malaysia, the Republic of Korea, Sri Lanka and China in the last 4 years, the APTFF will be organized this year in Thailand, in conjunction with the annual Thailand International Logistics Fair (TILOG).

http://unnext.unescap.org/tfforum14.asp

Second United Nations Conference on Landlocked Developing Countries (LLDC)

3-5 November 2014, Vienna, Austria

The Second United Nations Conference on Landlocked Developing Countries (LLDCs) will be held from 3 to 5 November 2014 in Vienna, Austria. At the LLDC Conference, participants from governments of LLDCs, transit developing countries and donor countries, UN and other international organizations and the private sector will come together to shape the new development agenda for the landlocked developing countries for the next decade

Multi-year Expert Meeting on Transport, Trade Logistics and Trade Facilitation, third session (small island developing states)

24-26 November 2014, Geneva, Switzerland

http://unctad.org/en/Pages/MeetingDetails.aspx?meetingid=500

Bangladesh

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