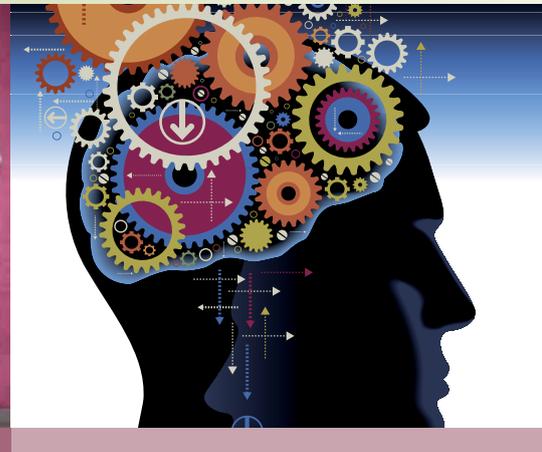




DTL

division on technology and logistics



activity report **2012**

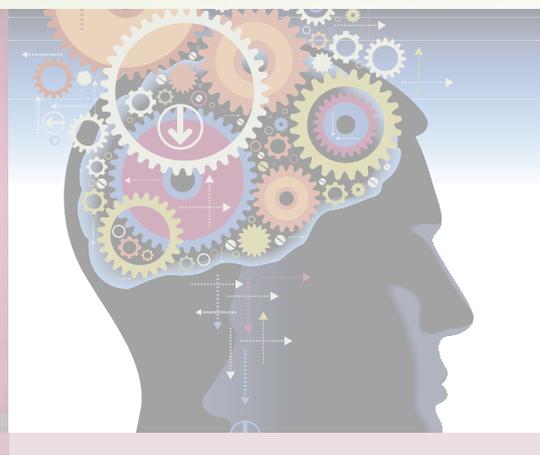


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DTL

division on technology and logistics



activity report **2012**



UNITED NATIONS
New York and Geneva, 2013

NOTES

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Anne Miroux
 Director
 Division on Technology
 and Logistics
 UNCTAD

FOREWORD

2012 was an eventful year, not the least because of UNCTAD XIII, which took place in a very different environment compared to the previous conference of its kind. A number of global developments, in particular, those related to the financial crisis are reshuffling the cards in the global economy, accompanied by an acute realization that a number of challenges and threats, particularly those that carry large implications for the poorest members of the international community still abound. A hope of a better tomorrow rests on addressing these challenges effectively.

As a response to this reality, UNCTAD XIII has recognized the strategic importance of the issues that are under the responsibility of the Division on Technology and Logistics (DTL), stressing for instance that the development of a strong science, technology and innovation (STI) capacity is key to addressing many of the persistent and emerging trade and development challenges, and recognizing STI policies as a central feature of development strategies. UNCTAD XIII also paid specific attention to information and communication technologies and their potential contribution to economic growth and development. Finally it also highlighted the need for new approaches to tackle persistent trade and transport facilitation challenges faced by many developing countries, particularly landlocked developing countries, such as high transport and commercial transaction costs and weak logistical capacities.

2012 has also been a year where, in addition to the preparation for UNCTAD XIII, we have continued focusing on how best to leverage our work on technology and innovation and efficient trade logistics to further the agenda on sustainable and inclusive development for all. In the area of science, technology and innovation our efforts have been focused on how STI can promote inclusive development, particularly in light of the changes in the global economy. One such change is the rise of the South: the past decade has seen the transformation of a number of developing countries into global power houses. Making a timely contribution towards understanding these changes, the *Technology and Innovation Report 2012* titled *Innovation, Technology and South-South Collaboration* focused on how best to harness growing South-South relations towards particular development goals, such as bridging the technological divide and fostering inclusive development in the South as a whole. The Report analyses a variety of data on South-South technological exchange and provides policy findings on how to promote South-South collaboration to increase technological capabilities in the developing world. Meanwhile, the *Information Economy Report 2012* highlighted the growing importance of software capabilities for developing countries to reap full benefits from the evolving Information Society. It urges Governments to take an active role in fostering software capabilities, working in close partnership with the private sector, universities and the software developer community.

To contribute to promoting the creation of appropriate policy frameworks on technology and innovation, we have in recent years reinforced our technical assistance programme on STI Policy Reviews. In that recently published respect the *Framework for Science, Technology and Innovation Policy Reviews* aims at fostering a better understanding of such Reviews, their underlying concept, their process and various stages from conception to implementation. We completed the Review for the Dominican Republic and worked on the follow up to the STIP Reviews and their recommendations for Peru and El Salvador. In these two countries we organized capacity-building activities targeting specific areas identified in the Reviews as requiring priority action. Moreover, the latter two STIP reviews have fed into the national STI policy being put in place. We also undertook during the year preparatory work for a new series of STIP Review to be launched in 2013 in developing countries in Asia.

Finally, in the context of understanding the triggers to technology and innovation, the first Innovation and Technology Day (ITD) was organized by UNCTAD and Qatar Foundation at the occasion of UNCTAD XIII. The meeting emphasized the need to bring technology and innovation higher up on the global development agenda. The event was an open forum for those individuals who change our world, bringing together technology pioneers, entrepreneurs, policy makers and experts for a dialogue on how to foster an environment conducive to innovation, technology and sustainable development. The ITD was undoubtedly an excellent example of how partnerships between institutions can help unlock our potentials and explore new avenues for development.

2012 has also been an intensive year for the Division's work in the field of Trade Logistics. In Trade Facilitation, for instance, a key area of work for the Division, our technical assistance activities focused on evaluating the current state of compliance with the rules expected to be agreed at the WTO. The Division has conducted an in-depth assessment of the current situation in 20 partner countries and developed national implementation plans for the measures not yet fully implemented. The project had a clear impact in terms of raising the awareness of stakeholders with regards to the implications of the WTO negotiation process, as well as enhancing their understanding of individual measures. In the policy analysis areas, the Division's work aims at assisting policy makers in assessing the implications of relevant international legal instruments, in particular through analytical reports. One such report in 2012, entitled *Liability and Compensation for Ship-Source Oil Pollution* provides an analytical overview of the complex legal framework in this area and highlights considerations for national policymaking in coastal states that are potentially exposed to ship-source oil-pollution incidents, and are not yet Contracting Parties to the latest legal instruments in the field.

In Transport, and in view of the political momentum provided by the 2012 UN Conference on Sustainable Development (Rio+ 20), issues related to sustainability of transport systems were given special attention: for instance in the *Review of Maritime Transport* (RMT) this year a special chapter examines initiatives by countries, the industry and the international community to promote sustainable freight transport. In addition, during UNCTAD XIII the Division conducted a special event titled "Paving the Way for Sustainable Freight Transport", an interactive high level debate which allowed the sharing of public and private sector experiences in promoting a paradigm shift towards sustainable freight transport. UNCTAD XIII also saw the Division's current work in the field of Trade Logistics particularly commended. Special mention should be made of the fact that as a result of UNCTAD XIII, for the first time a UN Agency - UNCTAD - has been specifically entrusted with the task to assist Small Island Developing States in facing trade logistics challenges.

Finally, the Division pursued its activities on port related issues and concluded the year with an Expert meeting on Assessing port performance which gathered experts from the Industry and Academia and could open avenues for cooperation on port performance indicators.

Port related issues were also a chore activity of the training and capacity building of DTL: our TrainforTrade port training programme, for instance, continued to strengthen its port networks and its cooperation frameworks with port authorities. TrainForTrade also organized a successful special event at UNCTAD XIII entitled "Information and communication technology for knowledge sharing" and continued to enhance its distance learning platform and use of new learning tools in its various capacity building activities. As to the Course on key issues on the international economic agenda (paragraph 166 course) for which the Division is responsible, it remains a priority for UNCTAD and DTL: specifically designed for policy makers in developing countries and transition economies, and relying on UNCTAD's knowledge and expertise, it aims at training and bringing up to date policy makers on key international economic issues. In 2012, the system of semi-permanent venues adopted last year at the Trade and Development Board (whereby one country undertakes to host the course for at least two bienniums) has been rolled out, with Oman as the first venue of this kind. The course was once again highly appreciated by the participants of the sessions held in Serbia, Morocco and Oman.

Looking ahead, the Division will also steer its activities to contribute to the Review of the Almaty Declaration, the debate on the MDGs post 2015, and the implementation of the Istanbul Plan of Action for least developed countries, key elements of the international economic agenda in the months ahead.

In 2012, the Division received financial support from a large number of donor agencies and countries. In-kind contributions from our partners were also welcomed. This generosity has helped us to carry out many of the activities described in this activity report and to strengthen our joint commitment to sustainable development.

A GLIMPSE AT DTL'S ACTIVITIES**3****FLAGSHIP REPORTS**

- Technology and Innovation Report
- Information Economy Report
- Review of Maritime Transport

20**REPORTS and ANALYTICAL STUDIES**

STIP Reviews; Current Studies on STI; ICT Law Reform; Studies on Transport and Trade Facilitation; Issue notes, among others

2**NEWSLETTERS**

- Transport Newsletter
- ASYCUDA Newsletter

1**UNCTAD's largest TECHNICAL ASSISTANCE PROGRAMME**

Custom Modernization and Automation: ASYCUDA

2**KEY CAPACITY BUILDING PROGRAMMES**

- TrainforTrade
- Courses on Key Issues on the International Economic Agenda (P166)

2**DATABASES**

- Information Economy database
- Maritime Transport database

200⁺**WORKSHOPS and TRAINING COURSES**

On science, technology and ICTs; trade facilitation; transport; customs; and capacity building for development

3**COMMISSIONS**

- Investment, Enterprise and Development Commission
- Trade and Development Commission
- United Nations Commission on Science and Technology for Development

INTRODUCTION

The United Nations Conference on Trade and Development (UNCTAD) is the focal point of the United Nations for the integrated treatment of trade and development and the interrelated issues in the areas of finance, technology, investment and sustainable development. The Division on Technology and Logistics, also known under the abbreviation DTL, is one of the substantive divisions within the organization.

Through policy research and capacity building, the Division on Technology and Logistics supports the economic development and competitiveness of developing countries and economies in transition in a knowledge-driven and globalized world economy. Its activities seek to increase access to knowledge and technology – including ICTs – and to foster innovation, by helping countries design and implement technology and innovation policies for economic growth and sustainable development. The Division also carries out a large research and technical assistance work programme aimed at developing efficient trade logistics services in transport, trade facilitation and customs.

A word of thanks is expressed to the donor agencies and countries as well as our partners, without whose support the activities described in the report could not take place.

SCIENCE, TECHNOLOGY AND ICT



In April 2012, UNCTAD held its thirteenth Ministerial Conference in Doha where the secretariat's mandate on science, technology, innovation and information and communication technologies was renewed for the next four years:

“The Accra Accord pursued a constructive trade and development agenda, and was anchored by the three pillars of UNCTAD: policy analysis, consensus-building and technical cooperation. The outcomes of UNCTAD XIII reaffirm and build upon the Accra Accord, which remains valid and relevant.” *(Doha Mandate, para. 17)*

“UNCTAD remains the focal point in the United Nations for the integrated treatment of trade and development, and interrelated issues in the areas of finance, technology, investment and sustainable development. UNCTAD should continue to work within its mandate - through its three pillars [...]” *(Doha Mandate, para 18)*

“In accordance with paragraph 18, UNCTAD should support the implementation of the Istanbul Programme of Action, in trade, development and interrelated issues in the areas of finance, technology, investment and sustainable development which resulted from the Fourth United Nations Conference on the Least Developed Countries;” *(Doha Mandate, para. 41(n))*

“Development of a strong science, technology and innovation (STI) capacity is key to addressing many of the persistent and emerging trade and development challenges that developing countries face. Governments in developing countries should consider formulating and implementing STI policies as a central feature of their development strategies. Developing countries, especially LDCs, and some countries with economies in transition, and their small and medium-sized enterprises (SMEs), experience difficulties in technological upgrading. For countries to upgrade their technological capacities, domestic absorptive capacity – which requires strong collaboration among the private sector, research institutions and other relevant actors – and an enabling environment for investment are needed. International trade and investment policy frameworks should be supportive of development in developing countries.” *(Doha Mandate, para. 52)*

“Information and communications technology (ICT) has become an important feature of the increasingly globalized and knowledge-based economy. The Internet and other ICTs can contribute to job creation, enhance access to information, enhance interaction through social networks, and enable transparent and efficient commerce between customers and suppliers. The wider diffusion of ICTs, improved access to the Internet and the development of ICT-related infrastructure are essential to bridging the digital and broadband divide. Developing countries can maximize their benefit from ICTs by formulating and implementing national ICT policies.” *(Doha Mandate, para. 53)*

“In accordance with paragraph 18, UNCTAD should maintain efforts in research and analysis in the area of STI, focusing on making STI capacity an instrument for supporting national development, helping local industry become more competitive, and for developing export diversification efforts of countries;” *(Doha Mandate, para. 56 (p))*

“In accordance with paragraph 18, UNCTAD should undertake research and provide technical assistance to developing countries on ICT and implementation of relevant action lines from the World Summit on the Information Society and as secretariat to the Commission on Science and Technology for Development;” *(Doha Mandate, para. 56(q))*

“In accordance with paragraph 18, UNCTAD should continue to undertake research on the impact of transfer of technology on trade and development;” *(Doha Mandate, para. (c))*



Science, Technology and ICT

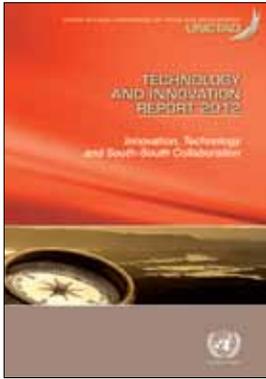
There is no doubt that science, technology and innovation (STI) capabilities are a central element of strategies to promote sustainable, inclusive development. Innovation ecosystems that can promote and sustain STI capabilities in developing countries call for policy action in several related areas: enabling enterprise development, promoting technological learning for the adaptation and diffusion of existing knowledge, investing in producing new, relevant scientific and technological knowledge, and strengthening the capacity of policy-makers to conceive, implement and assess STI strategies. The past year has seen not only an intensification of this recognition in various forums, including the Rio+20 process, but also an emphasis on the link between designing and implementing STI strategies and sustainable development. Science, technology and innovation capabilities are not only a means for economic growth or industrial development, but rather, hold the key to resolving key challenges of development today, including poverty reduction, climate friendly development and sustainable growth.

The Science, Technology and ICT Branch of the Division on Technology and Logistics provides policy-oriented analysis and expertise on STI and information and communication technologies that seek to promote the use of STI strategies for overall development. Its policy analysis work is conducted and disseminated as part of its two flagship reports, the Technology and Innovation Report and the Information Economy Report, which routinely provide succinct policy analysis and advice on some of the current STI issues and their implications for development. Other policy monographs supplement the policy analysis by dealing with specific topics of interest to developing countries at length. The Branch also provides substantive servicing to the United Nations Commission on Science and Technology for Development (CSTD). Technical cooperation projects emphasize capacity-building in the area of STI policy, including ICTs.

HIGHLIGHTS

- Two annual reports on key topical issues: the Technology and Innovation Report and the Information Economy Report
- Science, Technology and Innovation Policy Programme (STIP reviews)
- Two resolutions adopted by ECOSOC and one by General Assembly on STI for development and WSIS follow-up
- Special event on Innovation and Technology, jointly with Qatar Foundation
- Strong involvement in international fora and events such as WSIS, UNGIS and the Partnership on Measuring ICT for Development
- Expert meetings on science, technology and innovation
- Panel and Sessions of the United Nations Commission on Science and Technology for Development





South-south collaboration on technology and innovation can help promote technological learning and innovation in developing countries

A.1. SCIENCE, TECHNOLOGY AND INNOVATION

1. Research and analysis

A. Technology and Innovation Report

The 2012 edition of the *Technology and Innovation Report* focuses on promoting South-South collaboration on technology and innovation. The Report argues that the rise of many emerging countries has led to a surge in trade and investment in the South, but the time is ripe to consider how and to what extent South-South cooperation could help developing countries overcome certain obstacles to economic expansion and growth in order to achieve specific development goals. One such goal, which continues to elude the global community, is to bridge the technological divide so as to promote industrialization and inclusive growth across the developing world. The focus of the Report is therefore on how the South can complement the North in promoting technological

learning and innovation capacity across the developing world as a whole.

The Report presents important data to underscore this point. The findings show that developing countries have surpassed developed countries as major partners of other developing countries for trade in capital goods. Developing countries also import a large share of their high-technology and medium technology intensive goods from other developing countries. It is therefore time, the Report argues, to see how South-South collaboration for technology and innovation can be promoted in a systematic way. Emerging countries have used a variety of measures to overcome trade and intellectual property barriers in their own economic development, which can provide important lessons for other developing countries. A second advantage of the South for technological learning is that a large number of countries have followed similar pathways in building their capabilities. Given their similar development contexts, the Report recognizes that the in-

What they say about the TIR 2012:

“I find UNCTAD’s Technology and Innovation Report 2012 very reflective of the work and concerns that we are facing. The Technology and Innovation Report 2012 extends our thinking as to how the cooperation framework and alliances can be promoted. In such a challenging time that no single policy formulation or technological discipline can complete the job well, TIR2012 provides insights and recommendations that add values to the many strategies we are innovating.”

Dr. Pichet Durongkaveroj, Secretary General of the National Science, Technology and Innovation Policy Office, Thailand

“The TIR 2012 combines sound theoretical scholarship with rigorous policy analysis in ways that nuances technology and innovation framework into the South-South debate. The author and the team of TIR deserve our commendation for a magnificent effort.”

Prof. Banji Oyeyinka, Director, UNHABITAT

“Technology and Innovation Report 2012 has extensively documented several facets of South-South collaboration that has proliferated in the past decade, coinciding with the rise of economic powerhouses in the developing world. [...] The conceptual basis of the Report as well as the extensive analytical material contained in it would immensely benefit both academics and policy.”

Dr. Biswajit Dhar, Director General, Research and Information System for Developing Countries, India

“Incisively argued and robustly articulated with strong policy focus...”

Rajah Rasiah, Professor of Technology and Innovation Policy, University of Malaya, Malaysia

novation experiences and technological strengths of some developing countries make them natural strategic partners with other developing countries in efforts to bridge the technological divide. Furthering this role calls for creating the right basis for accessing science, technology and innovation resources within the developing world.

The Report contains a set of principles that could form the basis of such a framework on South-South collaboration for technology and innovation, and also proposes a series of policy measures that could be implemented in all countries. Finally, the Report proposes a South-South Technology and Innovation Pact (SITEP) that could promote South-South collaboration at three levels: by creating a platform for South-South policy learning on innovation issues, by promoting opportunities for financing of enterprise development and by promoting technological learning at the firm level.

The third edition in this Series, the Technology and Innovation Report 2012, has been received very well by academics and policy makers alike, and elicited excellent reviews.

B. UNCTAD Current studies on Science, Technology and Innovation

Under the Current studies on Science, Technology and Innovation, the study on *Geospatial Science and Technology for Development* was published and presented at the fifteenth session of the Commission on Science and Technology for Development that was held in May 2012. The study explored the ways in which geospatial science and technology (GS&T) can support development, particularly sustainable urban-regional development, land administration, and disaster risk management. It described challenges to successfully implementing GS&T and makes a number of recommendations for steps to overcome them.



UNCTAD-RIS Joint Workshop on the TIR 2012, New Delhi. From left to right: Dr. Biswajit Dhar, Director General RIS, Dr. Anne Miroux, Director, DTL, UNCTAD and Dr. Padmashree Gehl Sampath, Chief, Science and Technology Section, DTL, UNCTAD.

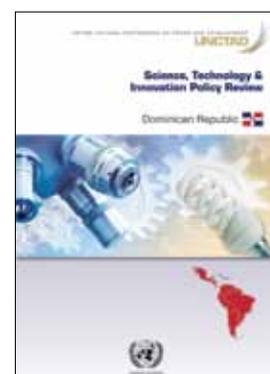
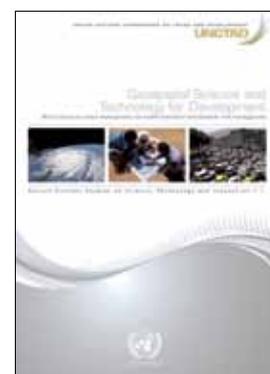
2. Technical assistance

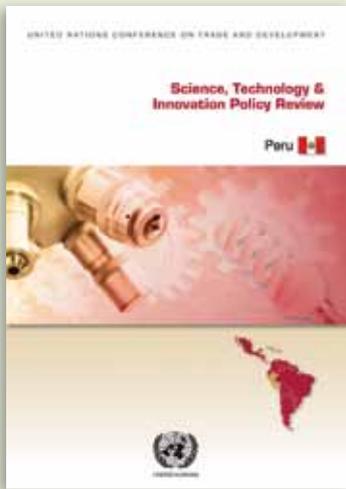
A. Science, Technology and Innovation Policy Reviews

The elaboration and publication of the science, technology and innovation policy (STIP) reviews in Latin America of the Dominican Republic, El Salvador and Peru have created greater awareness and better understanding among policy makers and other stakeholders of the role of science, technology and innovation policies to support growth and development. Nearly 150 policy-makers and other key national stakeholders from the Dominican Republic, El Salvador and Peru have participated in the elaboration of their national STIP reviews and have been able to assess the effectiveness of their STI policies. As a result of these reviews, in each of these countries, a set of priorities for strengthening national STI capacities have been identified.

The STIP review process has generated a stronger interest in reinforcing science, technology and innovation policies and in coordinating these with other economic policies across different government ministries private sector actors and academics. The diagnosis and recommendations of the reports have fed into public policy and programme design processes. For instance, in El Salvador, the STIP review process has fed into the elaboration of the National Industrial Policy and the National Innovation, Science and Technology Policy. In Peru, the STIP review process has contributed to national discussions on

STIP Reviews meet with great success in three Latin American countries



WHAT WAS BEHIND THE STIP REVIEW OF PERU

Identification of **financial resources**

Identification and management of the **national STIP review team**

2 fact finding missions

70 Interviews

(including 8 round tables)

- in Lima, Iquitos and Arequipa
- with government bodies, research institutes, universities, professional associations, chambers of commerce, experts in science, technology and innovation, companies and NGOs.

Regular consultations with the national counterparts-

i.e. Ministry of Production, National Council of Science and Technology, and Ministry of Foreign Affairs.

Research, analysis, and a careful tailoring of policy recommendations

the strengthening of the institutional framework for STI policy design and management. In the Dominican Republic, the process has provided useful proposals for the strategic orientation of STI policy in the country (including in particular revisions to the strategic plan for science and technology).

Nearly one hundred experts and policy makers from these countries have increased their capacities to manage intellectual property rights for innovation and to design and manage innovations funds. The two training workshops on these topics that were implemented in the context of the STIP Reviews programme (see below) have responded to national needs and, drawing on the experiences and best practices in the

region, have strengthened national capacities in the design, implementation and monitoring of innovation policies.

In addition, through the discussion of the outcome of the reviews at the United Nations Commission on Science and Technology for Development, policy makers from other developing countries have also benefited from the policy analysis and recommendations formulated in these exercises. Several of them have shown interest in conducting similar reviews in their own countries.

B. Science, Technology and Innovation workshops

The building of Intellectual Property Rights (IPR) management capacities was one of the recommendations included in the STIP review of Peru. As a first step, a joint UNCTAD-INDECOPI Training Workshop on IPR Management for Innovation was organized in Lima in June 2012 with the objective of creating awareness and identifying a number of specific actions that could be taken to promote intellectual property rights management capacities among enterprises and academic and research institutions. Over 60 experts from all over the country benefited from this training.



Presentation of the STIP Reviews of El Salvador and Peru.

Moreover, in response to a request of the Ministry of Economy of El Salvador, specific advisory services to support the implementation of one of the recommendations made in the STIP review of El Salvador were provided in the form of a training workshop on the design and management of innovations funds in July 2012. Twenty five national officials and administrators responsible for the design and management of innovation funds have advanced their capacities in this area thanks to the advisory services provided by UNCTAD.

C. Further work on STIP Reviews and related activities

UNCTAD continued to broaden the geographical coverage of the reviews in 2012. Project documents were prepared and funds were received from the United Nations Development Account for STIP reviews in Asia. Activities will start early in 2013 for the implementation of the STIP Review of Oman and contacts are under way with the governments of two other countries in that region.

Several other governments from developing countries in Africa and Latin America have requested the implementation of STIP Reviews. UNCTAD works with them in the identification of possible sources of funding, as this programme is implemented with extra-budgetary resources.

In 2013, UNCTAD plans to launch the implementation of a programme for capacity building on STI policies for sustainable development with the aim to address some of the systemic weaknesses of developing countries in this area.

3. Consensus building

A. Innovation and Technology Day

In the context of UNCTAD XIII, the first Innovation and Technology Day took place in Doha, Qatar, in April 2012. The event was organized jointly with the Qatar Foundation as an open forum for technology pioneers, entrepreneurs, policy makers and experts. Its objective



was to facilitate the dialogue and action to bring technology and innovation higher up on the global development agenda. The meeting was opened by Dr. Supachai Panitchpakdi, Secretary-General of UNCTAD and Dr. Tidu Maini, Executive Chairman of the Qatar Science and Technology Park, followed by a keynote address by H.E. Ms. Tarja Kaarina Halonen, former President of the Republic of Finland. Throughout the day widening consensus emerged among speakers and forum participants on the fundamental role innovation and technology play in the development process. From their different perspectives, the speakers highlighted the importance of creating an ecosystem that fosters innovation and that inculcates passion, curiosity, creativity, and persistence in order to succeed. At the same time, it was broadly acknowledged that innovation is not happening in a vacuum. In this context, the speakers stressed the important role governments can play in fostering innovation and encouraged policy makers, innovators and other stakeholders to work together with a view to building indigenous capabilities seizing the opportunities globalization presents. Crucial elements in a catch up strategy should, according to some experts, include greater spending on



research and development, especially in areas of relevance to the current industrial structure (including agriculture), boosting education in natural sciences, strengthening linkages among actors within an ecosystem and with the rest of the world, proactive policies to foster technology adoption, and investment in human capital development.

B. Multi-year Expert Meeting on Enterprise Development Policies and Capacity-building in Science, Technology and Innovation

UNCTAD continued to facilitate inter-governmental discussions on STI policy through the finalization of the first series of multi-year expert meetings (MYEM) on enterprise development policies and capacity-building in science, technology and innovation in January 2012 where UNCTAD's framework for the implementation of STIP Reviews was presented. The meeting took on board many views and experiences shared in earlier sessions of the MYEM. Some of the most important ones refer to the need to promote pro-poor innovation that specifically targets the challenges faced by the poorest and most vulnerable segments of the population. Building agricultural innovation capacity and raising agricultural productivity is crucial in this regard.

Another important policy message emanating from the work of the MYEM is that policy needs to address in a coordinated manner many different aspects of innovation systems in developing countries (including the institutional and policy frameworks and the improvement of the methodology for monitoring and evaluation of innovation activities in developing countries). The MYEM outcome highlighted that an innovation systems approach can help to ensure that STI policy is part of national development strategies and is relevant to local economic conditions. It also identified the fundamental elements for establishing an enabling STI environment and identified some examples of

good cooperation within an innovation system. Finally, it encouraged UNCTAD to further its research and policy analysis on STI issues including through conducting reviews of national STI policies (i.e. STIP reviews).

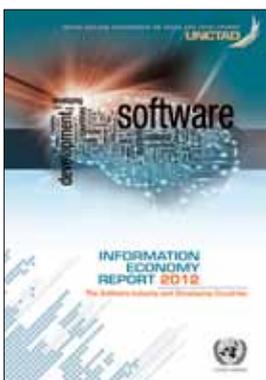
Intergovernmental work at the expert level will continue to address issues of technology and innovation in the framework of a new series of MYEM on investment, innovation and entrepreneurship for productive capacity building and sustainable development that will be held from January 2013.

C. Ad Hoc expert meeting on Innovation, Technology and South-South Collaboration

As part of the preparations for the Technology and Innovation Report 2012, UNCTAD organized an expert group meeting in Geneva in May 2012, to discuss technology and innovation based South-South collaboration. Ten experts from the academic and policy community participated in the meeting, sharing important insights on the nature of South-South collaboration in various regions in the developing world.

A.2. INFORMATION & COMMUNICATION TECHNOLOGIES

The global economy continues to be influenced by information and communication technologies (ICTs). UNCTAD's work on this topic focuses on how to leverage ICTs for economic development and involves all the three pillars of UNCTAD. During 2012, UNCTAD's mandate in this area was renewed in Doha, new partnerships were formed and new projects started. UNCTAD's activities related to ICT for development attracted donor support from the Governments of Finland, Germany, the Republic of Korea and Sweden as well as growing requests for assistance.



1. Research and analysis

A. Information Economy Report

The *Information Economy Report 2012, "The Software Industry and Developing Countries"*, calls upon governments in developing countries to give more attention to domestic software production. Software is today embedded in an expanding range of goods and services. At the same time, new developments in the ICT landscape – such as the spread of mobile phones, improved broadband connectivity and greater reliance on free and open source software – are making it easier for programmers in low-income countries to generate an income from software projects.

The Report finds that there is room for developing countries to make better use of their software potential. As much as four-fifths of the global spending on computer software and services is linked to industrialized countries. It argues that governments should take an active part in fostering software capabilities and in strengthening their national software systems. In developing their software strategies, they need to consult with other actors, including the software industry, universities, software developer communities and with various users. Key policy areas include the development of affordable ICT infrastructure, skills development, the adoption of business and legal frameworks, and streamlining of the interactions between domestic software producers, software users, and international networks.

The Report was financially supported by the Government of Finland, and also benefited from the collaboration with GIZ and BMZ, which in May 2012 hosted a peer review seminar in Bonn to discuss draft chapters for the report. A joint survey was furthermore conducted with the World Information Technology and Services Alliance (WITSA). It was launched in November in twelve coun-

What they say about the IER 2012:

"The Information Economy Report 2012 is spot on in terms of policy prescriptions. While India has long been the dominant role model, it is very helpful to have a broad set of other patterns that countries can now look at. We are probably right at the start of understanding how mobile, FOSS and the cloud change things and the implications of what the Report identifies in growth of the 'software developer community.'"

Richard Heeks, Professor of Development Informatics, School of Environment and Development, University of Manchester

"This report is also exemplary for the Free and Open Source Software community as it recognizes how FOSS solutions can offer both IT export opportunities and provide solutions for domestic software needs within national economies."

Jim Lacey, President and CEO, the Linux Professional Institute

"The 2012 "Information Economy Report" released today by [UNCTAD] should act like a waking call for all the countries which [do not] fully understand yet how the digital revolution is rapidly changing the structure of economic and political power in the world."

SiliconAfrica.com

Social and economic benefits are to be gained from leveraging software skills in the domestic market

tries, and presented at special research seminars in another eight locations. A number of these events were organized in partnership with UN regional organizations (UNESCAP, UNECA, UN-ESCWA), universities and private sector associations. The analysis and recommendations have been well received



The IER 2012 launching in Colombo, Sri Lanka. From left to right: Mr. Dinesh Saparamadu, Founder and CEO, hSenid Group of Companies, Mr. Reshan Dewapura, CEO, ICT Agency (ICTA) of Sri Lanka and Mr. Dumindra Ratnayake, CEO, Etisalat Sri Lanka.

by governments, the private sector as well as academic experts. The launch in Lahore, Pakistan, triggered an initiative to create an ICT Advisory Group with the aim of undertaking policy analysis, research and advocacy activities while providing a forum with strong support. UNCTAD also contributed actively to the work of the Donor Committee on Enterprise Development (DCED) on enhancing women's entrepreneurship. Among other things, a scoping paper was prepared, mapping what donor agencies are doing in the area of women entrepreneurship and ICT activities. The report was presented to the annual meeting of DCED in Berlin, in July.

Furthermore, UNCTAD research related to how enterprises use ICTs to interact with Governments was presented at the Global E-Government Forum in Seoul, Republic of Korea, in October 2012.

2. Technical assistance

During 2012, UNCTAD saw continued demand for its ICT-related technical assistance. It reached all developing-country regions, and relied on extra-budgetary support from the Governments of Finland, Germany and Sweden. ICT-related technical assistance work this year focused on two main areas: measuring ICT for development and ICT and law reform.

A. Measuring ICT for development

UNCTAD's support to member States in the area of statistics aims to improve the availability of indicators and data related to the information economy. The lack of reliable data in most low-income countries represents another facet of the digital divide.

As in previous years, UNCTAD carried out a survey with 183 National Statistics Offices as part of its role within the Partnership on Measuring ICT for Development to collect data related to the information economy. Bahrain and Lebanon responded to UNCTAD's survey for the first time in 2012. Also, for the first time, all the Core Indicators

defined by the Partnership on Measuring ICT for Development on the information economy have been made available online (<http://unctadstat.unctad.org/ReportFolders/reportFolders.aspx>).

The capacity-building offered by UNCTAD is based primarily on its Manual for the Production of Statistics on the Information Economy. This has proven to be a valuable tool, as illustrated by the appreciation of the Prime Minister's Office of Lebanon, which noted in 2012 *"UNCTAD's Manual has enabled and facilitated [their] work enormously. It helped [...] also in the interpretation and explanation of the indicators"*.

In July 2012, UNCTAD provided technical advice to a workshop of the Statistical Conference of the Americas to develop a module for enterprise surveys in Latin America and the Caribbean on ICT use by businesses. The evaluation showed a high level of satisfaction among participants. The course increased the visibility and importance of ICT measurement in the region as noted by the Director of the National Statistical Office of the Dominican Republic, Mr. Pablo Tactuk: *"UNCTAD's technical support and assistance of ECLAC and IBGE contributed to the effort of this working group, interested in improving the measurement instrument on the use of ICT, for the harmonization of these statistics in the region."* The ICT module that was incorporated in the business surveys in Latin America and the Caribbean was circulated in late 2012 and the region has requested training related to the implementation of the module, with a view to producing comparable ICT business statistics in the next few years. In October, ITU and UNCTAD also organized a joint training workshop in Geneva for selected Iranian officials.

UNCTAD furthermore continued its collaboration with other parts of the UN system, including its leading role in the Partnership on Measuring ICT for Development. The work on measuring ICT was also addressed in the context of

UNCTAD put core indicators on measuring ICT for development publicly available online

several other international meetings Geneva (WSIS Forum), Bangkok (World Telecommunication/ICT Indicators Meeting) and Paris (OECD WPIIS meeting).

B. ICT and law reform

The creation of an enabling legal and regulatory environment is critical to ensure an effective implementation of e-government strategies and to facilitate electronic and mobile commerce. An increasing number of developing countries are anxious to make progress in this area and adopt or update their cyber legislation. Key issues include the treatment of electronic transactions, electronic signatures and authentication, data protection and privacy, consumer protection, computer crime, intellectual property, competition, taxation and information security at large. UNCTAD has been assisting developing countries in this area for more than a decade. With the recent uptake of mobile phones and the spread of mobile money deployments, this work has gained urgency.

In 2012, UNCTAD's technical assistance activities in this field aimed at building capacity of various stakeholders, preparing cyberlaws and facilitating increased regional harmonization of cyberlegislation, with projects in Africa, Asia and Latin America with the support primarily from the Government of Finland. Technical cooperation activities were undertaken in cooperation with UN regional commissions, the United Nations Commission on International Trade Law (UNCITRAL) and different regional institutions.

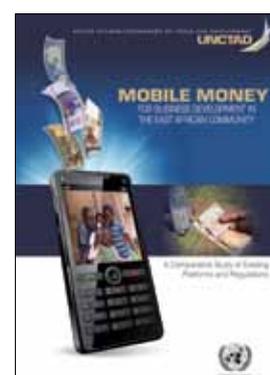
During 2012, UNCTAD published two related publications concerning the East African Community (EAC). The first, entitled *Mobile Money for Business*

Development in the East African Community: A Comparative Study of Existing Platforms and Regulations looks at how the use of mobile phones for money transfers, payments and more sophisticated financial activities such as credit, savings, and insurance – can benefit from region-wide rules to coordinate and harmonize laws and regulations. The study calls for more harmonization and collaboration at the EAC level in regulating mobile money so that intraregional use of the technology can be expanded – a step that would boost regional economic growth.

The second study, *Harmonizing Cyber-laws and Regulations: the Experience of the East African Community*, reflects the joint work of UNCTAD and the EAC Task Force on Cyberlaws since 2007 in support of the EAC e-government and e-commerce strategies to accelerate regional integration. The study assesses the status of cyber-legislation in the region.

In response to a request by EAC Partner States, the UNCTAD TrainForTrade platform was used to deliver the distance learning modules of the training course on the Legal Aspects of E-Commerce to various groups of stakeholders (including judiciary, law makers). Moreover, a workshop on cyberlaw harmonization was organized in Paraguay in February 2012 as a continuation of the activities carried out in Latin America since 2007 and the French version of the TrainForTrade training course on the Legal Aspects of E-Commerce was revised and adapted to distance learning for future delivery in Africa in 2013. For further information, see page 23.

UNCTAD's support has also triggered additional activities at the national level. In Uganda, for example, as a result of



“The development of cyber laws in the region is critical to underpin the realization of full potentials in regional e-commerce, electronic financial transactions and business processes outsourcing.”

Hon. Musa Sirma, Chairperson of the Council of Ministers of the East African Community and Minister for East African Community, Republic of Kenya



Participants in the ASEAN-UNCTAD workshop on the Review of the E-Commerce Laws Harmonization.

the UNCTAD sponsored trainings and meetings in the EAC, a programme to train and sensitize the public about the existence of the cyber laws which are largely based on the UNCITRAL model laws and the EAC cyber law framework (phase I) developed with the assistance of UNCTAD, was rolled out.

In 2012, the e-commerce and law reform programme also re-engaged with the Association of South-East Asian Nations (ASEAN). Together with the ASEAN Secretariat, UNCTAD launched a comprehensive review of e-commerce legislation harmonization in the region in support of the implementation of the ASEAN ICT Masterplan 2015.



UNCTAD assumes chairmanship of UNGIS, Dr. Supachai Panitchpakdi, Secretary-General of UNCTAD.

The Inter-American Development Bank (IDB) expressed interest in cooperating with UNCTAD in the context of broadband development in Latin America and the need for those countries to be able to use this technology in a secure legal and regulatory environment. As a result UNCTAD contributed to the IDB publication entitled *Bridging Gaps, Building Opportunity: Broadband as a Catalyst for Economic Growth and Social Progress in Latin America and the Caribbean*.

C. Other activities

With a view to enhancing cooperation in the field of ICT for development, UNCTAD signed a Memorandum of Understanding with the Commonwealth Telecommunications Organization (CTO) in 2012. This strategic partnership opens up new avenues for the global ICT community, and particularly the developing countries, to identify innovative ways in which technology can promote trade and commerce. Commenting on the signing of the Memorandum of Understanding, Professor Tim Unwin, Secretary-General of the CTO, said: *"We are extremely pleased that UNCTAD has signed this Memorandum of Understanding and formed a partnership with the CTO. With ICTs being a complex and challenging landscape, which also holds so much promise, the CTO always aims to form partnerships as means of achieving synergies that will eventually help our members to reach their ICT goals. This Memorandum of Understanding will help us to work closely with UNCTAD to bring practical benefits to our members."*

3. Consensus building

In terms of consensus-building activities, UNCTAD contributed to the organization of several meetings and events and supported the work of the Partnership on Measuring ICT for Development as well as the UN Group on the Information Society (UNGIS). During 2012, UNCTAD was the Chair of UNGIS, and led the inter-agency coordination of UNGIS. A special session on ICT for Development was organized

by UNGIS during the Rio+20 Conference on Sustainable Development.

Activities by the Partnership also included the preparation of an Issues Note that was discussed at the UN Statistical Commission in February, the co-organization of a session during the World Summit on the Information Society (WSIS) Forum 2012 in May in Geneva, and preparatory work for a workshop on Gender and ICT hosted in early 2013 by UN Women and the United States Department of State. During the WSIS Forum 2012 UNCTAD also organized, jointly with the International Trade Centre (ITC), a session on of the Action Line Facilitation on e-Business, and a session on Measuring ICT for Development (in cooperation with other members of the Partnership).

A.3. COMMISSION ON SCIENCE AND TECHNOLOGY FOR DEVELOPMENT

A. Commission on Science and Technology for Development (CSTD)

The fifteenth session of the Commission on Science and Technology for Development (CSTD) was held in May 2012. It recommended to the Economic and Social Council the adoption of two draft resolutions: one on “Science and technology for development,” and one on “Assessment of the progress made in the implementation of and follow-up to the outcomes of the World Summit on the Information Society.” Both resolutions contain calls for action to national governments and the international community. They were forwarded to the ECOSOC, which adopted both resolutions by consensus.

CSTD-15 undertook an annual review of the progress made in the implementation of and follow-up to the outcomes of the World Summit on the Information Society (WSIS) at the regional and international levels. In addition, it considered two priority themes: “innovation,



Delegates participating in 15th session of the UN CSTD.

research, technology transfer for mutual advantage, entrepreneurship and collaborative development in the information society” and “open access, virtual science libraries, geospatial analysis and other complementary information and communications technology and science, technology, engineering and mathematics assets to address development issues, with particular attention to education.” The session included a panel discussion entitled “Extending rural access-universal service and rural build out—Version 2.0,” which focused on access to broadband services in rural and underserved regions and communities. CSTD-15 also included a presentation of reports on science, technology, and innovation policy (STIP) reviews.

The session also included two ministerial segments during which more than 15 member States were represented at the ministerial level. Participants of CSTD-15 also included heads of organizations of the United Nations system or their representatives, representatives of the Organization of Islamic Cooperation and the European Union, and representatives of civil society and of business entities.

3

RESOLUTIONS

In 2012 the work of the CSTD—the United Nations Commission on Science and Technology for Development—translated into:

2 resolutions by the ECOSOC and **1** by the General Assembly

ECOSOC and the CSTD

The ECOSOC resolution 2012/5 of 24 July 2012 on “Assessment of the progress made in the implementation of and follow-up to the outcomes of the World Summit on the Information Society,” reiterates a call upon all stakeholders to keep the goal of bridging the digital divide an area of priority concern, and urges all stakeholders to prioritize the development of innovative approaches that will stimulate the provision of universal access to affordable broadband infrastructure for developing countries and the use of relevant broadband services.

It expresses appreciation for the role of the CSTD in assisting ECOSOC as the focal point in the system-wide follow up of WSIS, takes note with appreciation of the report of the CSTD Working Group on Improvements to the Internet Governance Forum, and recommends that an appropriate preparatory process for the WSIS ten-year review should be launched, consistent with the WSIS process and subject to the decision by the General Assembly.

During its July 2012 session, the Economic and Social Council (ECOSOC) also adopted resolution 2012/6 of 24 July 2012 on “Science and technology for development” which calls upon the CSTD to raise awareness amongst policymakers about the innovation process and to identify particular opportunities for developing countries to benefit from innovation. The CSTD is also encouraged to among others share and analyze evidence on the development of innovative capacities, including at the firm level, especially small and medium enterprises.

The resolutions and decisions were adopted by consensus.



Economic and Social Council -

UNCTAD presented the Report of the Secretary-General on “Progress made in the implementation of and follow-up to the outcomes of the World Summit on the Information Society at the regional and international levels” to the ECOSOC at its Coordination Segment in July 2012. Following UNCTAD’s presentation, the Chair of the CSTD informed the Council of the Report of the CSTD Working Group on Improvements to the Internet Governance Forum.

General Assembly - UNCTAD also presented the Report of the Secretary-General on WSIS implementation and follow-up at the 67th session of the General Assembly in October 2012, thereby contributing to facilitating policy dialogue and consensus-building carried out in at the highest level of the United Nations intergovernmental processes. The General Assembly resolution 67/195 of 21 December 2012, on “Information and Communications Technologies for Development,” recognizes the role of the CSTD in assisting the Economic and Social Council as the focal point in the system-wide follow-up, in particular the review

and assessment of the progress made in implementing the outcomes of the World Summit on the Information Society, while at the same time maintaining its original mandate on science and technology for development.

CSTD Working Group on Improvements to the Internet Governance Forum -

In 2010, ECOSOC invited the Chair of the CSTD to “establish, in an open and inclusive manner, a working group which would seek, compile and review inputs from all member States and all other stakeholders on improvements to the Internet Governance Forum (IGF), in line with the mandate set out in the Tunis Agenda.” After meeting three times in 2011, the final two meetings of the Working Group were held in 2012, in which the Working Group finalized its work and, as requested, submitted to the CSTD a report with recommendations on improvements to the IGF. A number of member States and other relevant stakeholders submitted inputs to the Working Group during its consultation process. At the seventh IGF, held in Baku, Azerbaijan, in November 2012, participants discussed the report. In its resolution 67/195, the General Assem-

bly requested the Secretary-General to report on progress in implementing the recommendations contained in the report, particularly on enhancing participation from developing countries.

Enhanced cooperation - At the request of the General Assembly resolution 66/184, the Chair of the CSTD convened on 18 May 2012 a one-day open, inclusive and interactive meeting, involving all member States and other stakeholders, with a view to identifying a shared understanding about enhanced cooperation on public policy issues pertaining to the Internet, in accordance with paragraphs 34 and 35 of the Tunis Agenda. Attendees included 60 governments and 80 other participants. In summarizing the discussion, the Chair of the CSTD observed that, while significant cooperation concerning international public policy issues pertaining to the Internet is taking place, gaps in cooperation remain which need to be addressed. He noted the emphasis

which participants placed on enabling stakeholders, including governments, to fulfil the roles recognized for them in the Tunis Agenda, within an overall framework of multi-stakeholder cooperation supported by transparency and accountability. Various suggestions were made during the meeting. Subsequently, at CSTD-15, the CSTD took note of the open consultation and decided to forward the Report of the Chair of the CSTD on the outcome of the meeting to the 67th session of the United Nations General Assembly, for information purposes.

As a result of discussions on this matter, the 67th session of the General Assembly in its resolution 67/195 of 21 December 2012 (paragraphs 20 and 21), invited the Chair of the CSTD to establish a Working Group on Enhanced Cooperation, and advised the Working Group to report to the 17th session of the CSTD in 2014.

KNOWLEDGE SHARING, TRAINING AND CAPACITY DEVELOPMENT



76%



24%

76% men and 24% women, from 36 developing countries, including 11 LDCs

TRAINFORTRADE TRAINED OVER 550 PEOPLE IN 2012

65%



35%

65% men and 35% women, from Eastern Europe, Africa and West Asia.

THE THREE REGIONAL COURSES ON KEY ISSUES ON THE INTERNATIONAL ECONOMIC AGENDA REACHED 62 POLICY MAKERS IN 2012

54%



46%

Our six short courses for Geneva-based delegates on key issues on the international economic agenda had 168 participants, of which 54% were men and 46% women.

THE SIX SHORT COURSES HAD 168 PARTICIPANTS

Empowerment

UNCTAD XIII confirmed the organization's mandate on capacity-building programmes in 2012:

"The Accra Accord pursued a constructive trade and development agenda, and was anchored by the three pillars of UNCTAD: policy analysis, consensus-building and technical cooperation. The outcomes of UNCTAD XIII reaffirm and build upon the Accra Accord, which remains valid and relevant."
(Doha Mandate, para. 17)

"UNCTAD remains the focal point in the United Nations for the integrated treatment of trade and development, and interrelated issues in the areas of finance, technology, investment and sustainable development. UNCTAD should continue to work within its mandate - through its three pillars [...]"
(Doha Mandate, para 18)

"In accordance with paragraph 18, UNCTAD should continue capacity-building activities including TrainForTrade and in the framework of paragraph 166 of the Bangkok Plan of Action;"
(Doha Mandate, para. 56(r))

Knowledge Sharing, Training and Capacity Development

The Knowledge Sharing, Training and Capacity Development Branch of the Division on Technology and Logistics supports developing countries and countries with economies in transition through cross-divisional training and capacity-building activities and programme carried out by the Human Resource Development/TrainForTrade Section and the Policy Capacity Building Section:

- The TrainForTrade programme, targeting trade practitioners, assists in the development of a sustainable local capacity in trade, investment and development issues;
- The Courses on Key Issues on the International Economic Agenda (the so-called Paragraph 166 of the Bangkok Plan of Action) trains policymakers on key international economic issues.

TRAINFORTRADE



**COURSE ON KEY ISSUES
ON THE INTERNATIONAL
ECONOMIC AGENDA**

HIGHLIGHTS

- Special event in Doha on information and communication technology for knowledge sharing
- The Dominican Republic joined the Port Training Programme
- Memorandum of Understanding signed with UNDP Angola
- Port Training Programme fruitfully developed
- 3 regional courses undertaken for policy makers in Africa, economies in transition and Western Asia and 6 short courses for Geneva-based diplomats

B.1. TRAINFORTRADE

TrainForTrade focuses on developing skills and knowledge through innovative approaches based on a recognized pedagogical method and technological solutions. It carries out technical assistance projects with core components on international trade and development and promotes cross-divisional cooperation. It also operates the Port Training Programme through four language-based networks. Moreover, advice is provided on the use of information and communications technology (ICT) to promote knowledge sharing, networking and competence building.

The Programme emphasizes the importance of training local experts as trainers in order to create sustainable knowledge sharing processes. It promotes networking and south-south cooperation amongst beneficiaries which is considered crucial for knowledge-sharing and multiplier effects of training. New learning tools are continuously developed by exploring technological opportunities such as e-learning and mobile-learning.

In 2012 it delivered 62 face-to-face and e-learning courses in cooperation with other UNCTAD programmes. A total of 550 trade operators, of which 24 per cent women, from 36 developing

countries, including 11 least developed countries, participated in these courses.

Funding was received from a range of donors including the European Commission, France, Ireland, Mexico, Norway, Spain and Switzerland. Furthermore the beneficiary ports of the Port Training Programme continued contributing financially to the programme. This self-sustaining aspect indicates the level of commitment and interest from the national port communities, including Benin, Cameroon, Djibouti, Gabon, Ghana, Guatemala, Guinea, Indonesia, Ireland, Malaysia, Namibia, Peru, Senegal, Tanzania and Togo.

A. Promote knowledge sharing, networking and competence building through ICT

UNCTAD uses ICT as a tool for knowledge-sharing as it increases the number of beneficiaries, reduces cost, and at the same time is environmentally friendly. It promotes the use of interactive and collaborative learning technologies such as Learning and Content Management Systems, and is recognized as a key player in developing distance learning tools by Geneva-based international organizations. It continued its cooperation with the Office for the Coordination of Humanitarian Affairs (OCHA) on e-learning activities (5 online courses) in order to share experiences and strengthen the skills of the two agencies in this area. It also provided inter-divisional support within UNCTAD related to e-learning.

UNCTAD hosts a distance-learning platform (learn.unctad.org), using a free and open source Learning and Content Management Systems (LMS) in order to facilitate the sharing of information and technology in an efficient and cost-effective manner. The platform gives course participants easy access to learning material and it facilitates chat sessions. A contribution was made to the use of LMS for the Staff Development and Learning Section of the United



H.E. Mrs. Fionnuala Gilsean (middle), Ambassador of Ireland to the United Republic of Tanzania, awarding the Modern Port Management Certificate to candidates of Tanzania Ports Authority.

Information and communication technology for knowledge sharing at UNCTAD XIII

During the Special Event on Information and communication technology for knowledge sharing at the UNCTAD XIII Conference in Doha, UNCTAD demonstrated its use of technological solutions. The Special Event encouraged UNCTAD to pursue activities aimed at enhancing developing and transition countries' training capacities in the field of trade and development by using new technological solutions, such as e-learning and mobile-learning.

Nations Office at Geneva. This platform is used by more than 1000 students each trimester and provides efficient access to the language course materials.

B. Capacity-building

TrainForTrade has extensive experience in delivering tailor-made assistance to developing countries and economies in transition to build their capacity to integrate into the world economy. The programme emphasizes the importance of developing knowledge services for local people, by local people. TrainForTrade has extensive consultation with beneficiaries from the conceptual stage, and it trains local experts in their countries to enable them to become trainers on trade-related issues. This contributes to creating local ownership, and sustainability of the capacity development process.

UNCTAD and UNDP Angola signed a Memorandum of Understanding in November 2012 to design and implement training and capacity-development activities. This collaboration will allow TrainForTrade to maintain an active presence in the country and to capitalize on the results obtained during the Angola project. Between 2007 and 2011, TrainForTrade trained over 600 government employees and private-sector managers in Angola on various international trade issues.

TrainForTrade, in collaboration with UNCTAD's ICT Analysis Section, organized a regional workshop on cyber-law in Paraguay in February 2012 as a

follow-up to an e-learning course held in 2011 on Legal Aspects of Electronic Commerce (see page 13). Twenty-eight participants from 15 members of the Latin American and Caribbean Economic System (SELA) attended the workshop.

To benefit from replicating e-learning courses in order to reach a larger number of beneficiaries, TrainForTrade organized a regional training on technical tutoring for 11 beneficiaries from the East African Community (EAC) in Kenya in April 2012. The tutors were trained to manage delivery of e-learning courses, including facilitating chat sessions and utilising a platform. The course on Legal Aspects of Electronic Commerce was delivered in Kenya and Rwanda in May 2012 to 44 participants, and was facilitated by technical tutors trained by TrainForTrade.



Panellists at the UNCTAD XIII side event on information and communication technology for knowledge sharing.

C. Port Training Programme

The Port Training Programme plays a vital role in supporting port communities in developing countries in quest for efficient and competitive port management. Talent management and leadership development is a crucial part of the Programme. It operates through four language-based networks (English, French, Portuguese and Spanish) in Africa, Asia, the Caribbean, Europe, and Latin America. The Programme also hosts the course on “Modern Port Management.”

The programme permits the sharing of expertise and best practices through annual regional meetings bringing together port officials from different countries and through public-private partnerships that have been established with European ports willing to share their

The eight modules of the Modern Port Management course are

- International trade and transport
- Organization of a port system
- Functioning of a port system
- Future challenges to ports
- Methods and tools of port management
- Economic and commercial management
- Administrative and legal management
- Technical management and human resources development

knowledge and expertise with ports in developing countries.

The Modern Port Management course targets middle managers and consists of 240 hours of training activities, divided into eight modules and delivered over a two-year span. To obtain the UNCTAD Certificate in Modern Port Management, participants must complete each module and defend a dissertation. These dissertations (about 150 each year) have proven useful for the port communities in improving their services.

In 2012 fifty-nine courses were held globally for 443 participants and 82 trainers from 14 countries, including 5 LDCs. The Programme offers train-the-trainer courses and coaching sessions in order to support capacity development of the instructors. The Port Training Programme is a solid example of capacity development as local trainers are actively engaged in training their own staff. Fifty-five courses lasting 30-hour each were delivered by local instructors trained by UNCTAD.

English-speaking network

The second cycle of the Port Training Programme was finalized in the Maldives and Tanzania in cooperation with the Dublin Port Company, Port of Cork, Belfast Harbour Commissioners and Irish Aid. A Coaching Workshop was organized in the Maldives in order to strengthen instructors’ pedagogical skills.

Namibia saw the delivery of the first four modules of the course, while modules 4-8 and modules 3-8 were delivered in Ghana and Indonesia respectively. In May 2012, the Training of Trainers Workshop was held in Cork, Ireland,

“The Port Training Programme has been crucial in preparing me to move into my current position and to assume greater responsibility for port operations”.

*Ms. Winnie Paul Mulindwa,
Assistant Port Manager of Dar es
Salaam Port, Tanzania*

Mr. Joe Costello, Minister of State at Ireland’s Department of Foreign Affairs and Trade assessing the UNCTAD Port Training Programme in the Port of Tema, Ghana with Mr. Richard Anamoo, Director General of Ghana Ports and Harbours Authority.



Mr. Joe Costello, Minister of State at Ireland's Department of Foreign Affairs and Trade, visiting Tema Port in Ghana in November 2012 to assess first-hand the impact of Port Training Programme on port staff and operations, told officials that Ireland would remain a strong trading partner with Ghana, and would continue to support efforts such as the Port Training Programme that contribute to Ghana's sustainable development. (www.unctad.org/dtl)



Participants of the Port Training Programme's Training-of-Trainers workshop in Cork, Ireland.

resulting in the creation of a larger pool of experts in local port communities.

French-speaking network

The French-speaking African Ports' members of the Port Training Programme organized new training cycles of the course for the port communities of Benin, Cameroon, Djibouti, and Senegal. Gabon finalized its third cycle. In Cameroon, Senegal and Togo successful candidates were awarded the UNCTAD Certificate in Modern Port Management after having presented their dissertations. A Training of Trainers workshop was held in June 2012 in Nantes, France, for the port members of the network and for the new potential port members (Comoros, Côte d'Ivoire and Haiti). A coaching workshop was arranged in September 2012 in Gijon,

Spain, in order to strengthen instructor's pedagogical skills.

In order to increase participants' exposure to different port set-up and to facilitate the transfer of knowledge, several study tours were arranged. In this context, Benin undertook a study tour to Ghana and Togo, facilitating cooperation between the different networks of the Port Training Programme. Moreover, Togo organized



Trainers and coordinators visiting the port of Cotonou in Benin.

Port-training course helps Namibian woman gain manager's post

Namibian Ipupa Kasheeta credits UNCTAD's Port Training Programme with helping her become the first woman to manage a terminal at the country's Walvis Bay Port.

Ms. Kasheeta completed first- and second-stage "Training-the-trainers" courses for senior managers, the most recent in Ireland, in May 2012, in conjunction with the Port of Cork. Soon after, she was promoted from Manager of Training and Development at Walvis Bay Port to Manager of the Bulk and Breakbulk Terminal. She assumed her new position on 15 July.

The UNCTAD Port Training Programme "gives trainees an overall understanding of port operations. It also enhances your confidence and equips you with the necessary skills," Ms. Kasheeta said. She added that "Port business is highly technical and complex" and that the theoretical understanding provided by the course played a key role in advancing her career.

a study tour to Cameroon, and Senegal carried out a study tour to the Canary Islands, Spain.

The annual coordination meeting for the French-speaking network bringing together port officials to share experiences and expertise was held in Cotonou, Benin, in March 2012.

Portuguese-speaking network

After the finalization of the first cycle of the Port Training Programme in 2011, participants are at present working on their dissertations. Discussions on a possible future collaboration are ongoing with the Permanent Mission of Portugal in Geneva.

Spanish-speaking network

The second cycle of the Port Training Programme was finalized in Guatemala and Peru in 2012, and participants presented their final dissertations in October 2012. National instructors from both countries trained by the Port Training Programme were in charge of the delivery of the course, with the support of experts from the Spanish Port Authorities of Valencia and Gijon.

A Regional Meeting on Modern Port Management was attended by 61 representatives of port communities of Latin America and the Caribbean in Mexico, in June 2012. The conclusions and recommendations of the meeting highlighted the importance of continuous training of human resources within the port communities, the cooperation and exchange of expertise among members'



Dominican Republic joins Spanish-speaking network of UNCTAD's TrainForTrade Port Training Programme.

ports and the successful implementation of the Spanish-speaking network in the region. New potential ports were recommended to join the network.

In November 2012, the Dominican Republic officially joined the Spanish-speaking network of the Port Training Programme.

B.2. COURSE ON KEY ISSUES ON THE INTERNATIONAL ECONOMIC AGENDA

The regional course on Key Issues on the International Economic Agenda, or "Paragraph 166 course" as it is also called in reference to this paragraph in the Bangkok Plan of Action, is mainly addressed to policymakers both in government ministries, agencies, and in permanent missions to the United Nations in Geneva. It is delivered in two forms: (a) three-week regional courses for economic policymakers working in the government; and (b) short (half day) courses for Geneva-based diplomats.

1. Delivery of three regional courses

For the first time, and further to a decision taken by the P166 Advisory Body in 2011, multi-year venues for the three-week regional courses have been established. In this context, the 25th three-week regional course - for Western Asia - took place in Muscat, Oman, in November 2012 for 16 participants of which 4 were women. It was organized together with the Ministry of Commerce and Industry of Oman and hosted at the country's Diplomatic Institute, Ministry of Foreign Affairs.

Two other courses were organized in 2012 for 42 participants, of which 20 women:

- one in Belgrade, Serbia in July for countries with economies in transition; and
- one in Rabat, Morocco (in lieu of Egypt)

which was postponed due to events in the country) in August-September for Africa.

The participants in the regional course are predominantly government officials who work on specialized tasks in trade or finance ministries, investment agencies or central banks. The course gives them a comprehensive overview of how economic factors such as international trade, finance, investment and technology are related to one another, how they can impact positively on the economic and social development of their countries, and how appropriate policies in these areas can bring gains from the globalized economy.

The curricula are designed with a view to enable participants to better contribute to the formulation of national trade-related policies and international negotiating positions coherent with their countries' development interests.

Special attention is given by UNCTAD to the evaluation of the regional courses' impact and their multiplier effects in participating countries. An initial evaluation is conducted at the end of each course; while participants and their supervisors complete another evaluation six months after the course with the purpose to measure whether the knowledge and skills gained at the course were useful and whether participants' plans have been implemented. The course team stays in touch with participants to follow up, provide further assistance, and keep track of participants' work.



Opening of the regional course in Morocco.

"It was a great opportunity to enhance my knowledge on industrial policy, economic reform and trade negotiations. While the course was challenging, I learnt a lot from it as it is more relevant to my position as an economist. I am planning to write a paper on creative industries as I benefitted from the discussions that I had with experts".

*Mohamed Al Hussaini, Director,
Economic Research Department, Oman*

The website of the regional courses and the Geneva-based short courses underwent significant improve-



Participants of the regional course in Oman.

"I have a deep macroeconomic background but the course is structured in such a manner that it exposes the links across all the topics and how they complement one another. That made all the participants to come out of their own areas of specialization and spark interest in all the other fields. My favorite part of the course was the simulation exercises and at some point the simulations were so real that I felt like the real Minister of Finance advising the Prime Minister. In terms of economic policy and approaches to economic development in Sub-Saharan Africa, for the first time I learnt approaches slightly different from the ones I had been exposed to previously".

*Bafokeng Noosi
Economist, Central Bank of Lesotho*



Regional course group
work on industrial
policy in Serbia.

ments throughout 2012. At present downloadable pre-course reading and training materials and exercises are provided, and the online discussion forum is frequently used by participants in the regional courses. The website has been enhanced to facilitate online registration for Geneva-based diplomats. Course materials as well as videos of most presentations are published on the programme's website at <http://p166.unctad.org>.

"The short course for Geneva delegates, particularly the one on International Investment Agreements, is relevant for me as Botswana has already signed and is negotiating bilateral investment agreements."

Mpho Moipolai
Permanent Mission of Botswana

2. Short courses for Geneva-based diplomats

The objective of short courses is to update Geneva-based delegates on the most recent issues and developments on the international economic agenda. The programme of the courses is demand driven as diplomats propose relevant topics on which UNCTAD carries out research and analysis.

In 2012, a total of 168 delegates, out of which 78 women from both developing, developed and transition economies participated in the six short courses.

TRADE LOGISTICS



The mandate on trade logistics was strengthened during UNCTAD's thirteenth Ministerial Conference in 2012:

"The Accra Accord pursued a constructive trade and development agenda, and was anchored by the three pillars of UNCTAD: policy analysis, consensus-building and technical cooperation. The outcomes of UNCTAD XIII reaffirm and build upon the Accra Accord, which remains valid and relevant."
(Doha Mandate, para. 17)

"UNCTAD remains the focal point in the United Nations for the integrated treatment of trade and development, and interrelated issues in the areas of finance, technology, investment and sustainable development. UNCTAD should continue to work within its mandate - through its three pillars [...]"
(Doha Mandate, para 18)

"In accordance with paragraph 18, UNCTAD should continue technical assistance, research and analysis, and dialogue on trade facilitation, transport and related issues;"
(Doha Mandate, para. 31(I))

"Development of infrastructure, physical and soft, has a strong impact on production and trade and on attracting foreign direct investment (FDI). [...] New approaches should be explored to help tackle persistent challenges facing many developing countries, particularly LLDCs, including high transport and commercial transaction costs, and weak logistical capacities. These challenges, many of which are also shared by some countries with economies in transition, are compounded by other factors, such as volatile energy prices."
(Doha Mandate, para. 45)

"LLDCs usually pay the highest transport and transit costs, as recognized in the Almaty Programme of Action. Lack of access to the sea, remoteness from major markets, inadequate transit facilities, cumbersome customs and border-crossing procedures, regulatory constraints, as well as weak legal and institutional arrangements, undermine the efforts of LLDCs to build their productive capacities and to be competitive in world markets. These structural and geographical handicaps preventing LLDCs from fully harnessing the potential of trade as an engine for sustained economic growth and inclusive development need to be addressed, including through continued international and national efforts to implement the Almaty Programme of Action. Attention should also be paid to the challenges of transit developing countries, in particular in the development and maintenance of efficient transit and transport systems. Implementing trade facilitation measures regionally and multilaterally can also play a major role in helping LLDCs and other developing countries overcome these challenges."
(Doha Mandate, para. 47)

"When it comes to transport and trade logistics, SIDS are also disadvantaged due to their remoteness and geographical isolation. In a globalizing world, logistics costs and non-tariff barriers have become key factors in the overall competitiveness of SIDS. Low transport volumes and long distances typically add up to high freight and logistics costs and low frequency of services, in terms of both maritime and air transport. "
(Doha Mandate, para. 48)

"In accordance with paragraph 18, UNCTAD should assist developing countries, particularly LLDCs and transit developing countries, and some countries with economies in transition, to address challenges affecting their participation in trade from geographical constraints, with a view to improving transport systems and connections, designing and implementing resilient and sustainable transport systems, and enhancing transit infrastructure and trade facilitation solutions;"
(Doha Mandate, para 56(h))

"In accordance with paragraph 18, UNCTAD should continue its work in the field of trade facilitation, including the ASYCUDA programme;"
(Doha Mandate, para. 56(i))

"In accordance with paragraph 18, UNCTAD should advise SIDS on the design and implementation of policies addressing their specific trade and trade logistics challenges linked to their remoteness and geographical isolation;"
(Doha Mandate, para. 56(j))

Trade Logistics

As world trade patterns change, new opportunities arise for many developing countries. Information and communication technologies provide new operational solutions, which however, cannot always be fully used, due to capacity limitations (human, technological, institutional) especially in LDCs.

The importance of trade logistics to build or enhance competitiveness cannot be overstated. Efficient trade logistics and effective transport and trade facilitation policy measures lower costs, increase trade volumes and attract new investments.

In 2012, the Trade Logistics Branch of the Division on Technology and Logistics continued to carry out analytical research, consensus building and technical assistance activities on transport and trade facilitation issues affecting trade and economic development in developing countries. Special emphasis was put on reducing transport and transaction costs, improving effective transit systems, transport efficiency and connectivity, and establishing a supportive legal framework in developing countries.

HIGHLIGHTS

- Strong mandate at UNCTAD XIII, including as a first in the United Nations, a mandate addressed to Small Island Developing States
- Special event at UNCTAD XIII on sustainable freight transport
- Review of Maritime Transport in its 43rd year
- Transport Newsletter with over 4000 subscribers
- Liner Shipping Connectivity Index in its 9th year
- Advisory services on international transport, trade facilitation and substantive legal and policy related issues
- More than twenty national trade facilitation implementation plans





C.1. TRANSPORT

1. Research and analysis

A. Review of Maritime Transport

The 2012 edition of the *Review of Maritime Transport* - a highly respected source of maritime information and analysis - provided essential statistics and analysis on the latest developments in maritime shipping, ports and multimodal transport related to the major traffics of liquid and dry cargoes, including crude oil, major dry bulks and containers. In this edition, a special chapter examined initiatives to promote sustainable freight transport, in view of the political momentum provided by the 2012 UN Conference on Sustainable Development (Rio+ 20).

The first chapter focused on developments in seaborne trade in 2011 and in the first half of 2012 against the background of a fragile and uncertain global economic situation and weakening international merchandise trade. Key trends that are reshaping and altering the international transport and trade landscape are highlighted, as are their potential broader implications for transport, in particular shipping. Some of the emerging issues considered included climate change and related im-

pacts on transport, in particular ports; the observed shift in global economic influence and changing trade patterns; and the rise in bunker fuel prices and operating costs. These unfolding trends are often interconnected and entail both challenges and opportunities for the shipping industry; by altering costs, prices and comparative advantages they can greatly determine countries' trade performance and competitiveness. Insights gained and relevant data have also been shared through substantive contributions into UNCTAD's Trade and Development Report 2012.

B. Transport Newsletter

UNCTAD's quarterly *Transport Newsletter* aims at updating its readers on the most recent outcomes and forthcoming events with regards to transport and trade facilitation issues worldwide. It offers an environment for key players and other international organizations to communicate and share their views in conjunction with UNCTAD. This newsletter continues to be well received and acknowledged as a useful tool for the latest news on transport and trade facilitation concerns. It is sent out electronically to an ever increasing number of subscribers (more than 4000 subscribers) and subscription is free via [www.unctad.org/transport news](http://www.unctad.org/transport_news).

"Maritime transport is the backbone of international trade and a key engine driving globalization. Around 80 per cent of global trade by volume and over 70 per cent by value is carried by sea and is handled by ports worldwide; these shares are even higher in the case of most developing countries. [...] This year's Review notes that world seaborne trade increased by 4 per cent in 2011, whereas the tonnage of the world fleet grew at a greater rate, by almost 10 per cent, as ship owners took delivery of vessels that had been ordered before the economic crisis began. With supply outstripping demand, freight rates fell even further, to unprofitable levels for most shipping companies. For importers and exporters, however, the low freight rates helped to reduce the transaction costs, which is important for helping to revive global trade. [...] As freight traffic continues to grow, the question of how to ensure the long-term sustainability of such growth is playing an increasingly important part in the policy debate on globalization, trade and development, environmental sustainability, energy security and climate change. Reflecting these new realities, this year's Review of Maritime Transport addresses a range of relevant issues in this context and includes a special chapter on sustainable freight transport."

*Dr. Supachai Panitchpakdi, Secretary-General of UNCTAD
Foreword in Review of Maritime Transport 2012*

2012 issues of the Transport Newsletter have dealt with the following topics:

- The role of Trade Facilitation in integrating LLDCs into the world market;
- Trade Facilitation Implementation Plans;
- Analysing Trade Facilitation practices in East Africa and South Asia;
- Preparations for the WTO Trade Facilitation Agreement;
- Authorized Economic Operator;
- Business Climate Index Survey in Eastern Africa;
- Electro-technology Standards in Maritime Transport;
- UNCTAD's Mandate in the area of Trade Logistics;
- Paving the Way for Sustainable Freight Transport;
- Maritime Transport and the Climate Change Challenge;
- National experiences on trade facilitation implementation in Latin America;
- Joint UNCTAD/UNECE Training on Trade and Transport Facilitation in Jordan;
- World fleet data;
- Liner Shipping Connectivity:
- Customs modernization;
- Truckers' life in West Africa;
- Asia Pacific Trade Facilitation Forum 2012;
- Liability and Compensation for Ship-Source Oil Pollution;
- Trade Facilitation in Regional Trade Agreements;
- FDI to improve transport infrastructure (Ports) - Lessons from Nigeria;
- Assessing Port Performance.

C. Liner Shipping Connectivity Index

UNCTAD's Liner Shipping Connectivity Index (LSCI) aims at providing an indicator of a country's access to global liner shipping services. The ranking of a country in the LSCI is largely a reflection of the fleet deployed by shipping companies for a country's containerized sea-borne trade, as, in fact, the supply of ships follows the trade demand of the country for containerized goods). However, it also responds to changes in transshipment activity (demand from other countries' seaborne trade) as well as dredging and port infrastructure improvements, which allow larger vessels to call at country's container ports.

strategic plan as well as a training and professional development programme for the Palestinian Shippers Council and its members. Several missions were conducted to Ramallah including for project monitoring steering committee sessions.

A field technical assistance mission was also carried out to Mozambique to provide guidelines to the authorities of the Ministry of Transport on the development of a national port and

2. Technical Assistance

Throughout 2012, support was provided to the implementation of the technical assistance project on capacity building of the Palestinian Shippers' Council. Assistance consisted in preparing the background for the design of a



UNCTAD XIII side event *Paving the Way for Sustainable Freight Transport*, UNCTAD XIII, Doha Qatar. From left to right: Mr. Petko Draganov, Deputy Secretary-General of UNCTAD, Dr. Anne Miroux, Director, DTL, UNCTAD, H.E. Dr. Bambang Susantono, Vice Minister of Transport, Indonesia and Mr. Rabah Touafek, Legal Counsel, Ministry of Transport, Algeria.



maritime policy. The mission included visits to all main ports and contacts with authorities and private operators. A proposal for a maritime policy is currently under development.

In the framework of a United Nations Development Account project implemented in cooperation with the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and the United Nations Economic Commission for Africa (UNECA), UNCTAD has worked in 2012 on improving organizational and operational aspects of corridor management. This has led to the development of a comprehensive toolkit, namely Cross-border and Transit Transport Process Management Toolkit with practical guidelines for identifying barriers impeding cross-border and transit transport and solutions.

Capacity building lectures on transport related issues were delivered to: delegates at the International Forum on Shipping, Ports and Airports in Hong Kong, China; students at the World Maritime University in Malmö, Sweden; study tour participants from the University of the West Indies visiting Geneva, Switzerland; port personnel in Malé, Maldives and to freight forwarders and the government officials in Dar es Salaam, Tanzania. Actions are in the pipeline to collaborate with the Shippers' Council of Gabon and the Port Management Association of West and Central Africa on transport performance measures.

3. Consensus building

A. UNCTAD XIII Special Event on Sustainable Freight Transport

In the framework of the thirteenth Ministerial session of the United Nations Conference on Trade and Development (UNCTAD XIII) in Doha, Qatar, a special event entitled "Paving the Way for Sustainable Freight Transport" was jointly organized with the Asian Development Bank (ADB) in April 2012. The interactive panel provided a high level platform for discussions and the sharing of public and private sector experiences in promoting a paradigm shift towards sustainable freight transport.

Available statistics show that the transport sector, including freight and passenger, consumes over 50 per cent of global liquid fossil fuels and accounts for around 13 per cent of world greenhouse gas, of which 5.5 per cent are related to logistics (with freight transport accounting for 90 per cent of the total share). Unchecked, these patterns are likely to grow further in response to increased economic activities, requiring immediate actions by all stakeholders at national and regional, international levels.

Expert panellists from governments, ADB, academia, and industry, including from maritime ports and shipping industries, addressed specific issues of how to break the current unsustainable and fossil-fuel dependent freight transport patterns. A key point of debate was on how to finance such transition to sustainable freight transport - which requires important resources and investments - through leveraging existing financial sources and exploring innovative funding mechanisms (including through greater public sector involvement, public private partnerships, and climate finance options).

In concluding the meeting, participants reiterated the important role of UNCTAD in promoting cooperation among all relevant parties and encouraged further work by UNCTAD in this field. It also suggested that UNCTAD, along with likeminded partners will examine how new financial resources such as climate finance could be channelled to support sustainable freight transport. A concrete proposal was made for UNCTAD to act as a key partner in setting up a new Global Green Freight Forum.

B. Ad-Hoc Expert Meeting on Assessing Port Performance

UNCTAD held an Ad-Hoc Expert Meeting entitled “Assessing Port Performance” in Geneva in December 2012 to discuss ways to measure and compare the performance of seaports. UNCTAD sought the guidance of experts on how to analyze if, and how, indicators could be developed that would help increase transparency in the area.

The meeting noted that performance measurements needed to find a balance between the data that would be “ideal” and the data that can realistically be obtained. Ports may be reluctant to share some of their data, both for commercial reasons and for fear of “misleading” results.

The experts suggested the following steps (1) to make best possible use of the network of ports of UNCTAD Port Training Programme to pilot test the readiness of ports to share selected indicators, (2) to explore the definition of sample data series in cooperation with international/regional organizations, (3) to concentrate primarily on data related to operational efficiency before including other possible contextual parameters and (4) to anticipate when building a compendium of data the possibility of including at a later stage contextual data on economic, social and environmental aspects.

C.2. TRADE FACILITATION

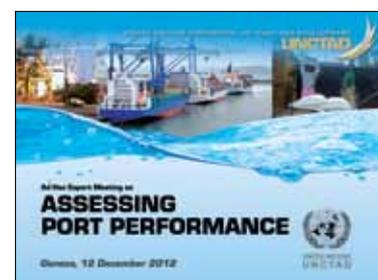
With rising trade in intermediate goods as well as growing intra-firm transactions, global value chains are increasingly playing an essential role in international trade. To participate in value-added processes, developing countries need to have access to reliable and cost efficient connections to global suppliers and markets. Trade facilitation and modern transport services are a sine qua non condition to assure this connectivity.

1. Technical Assistance

A. Joint UNCTAD/UNECE Training on Trade and Transport Facilitation in Jordan

National Trade and Transport Facilitation Committees (NTTFC) are a key element of a national environment conducive to successful and sustainable trade and transport facilitation reforms. Reaffirming the continuous support of the United Nations for such a private-public consultation mechanism, and in response to a request received from the Government of Jordan in May 2012, UNCTAD and the United Nations Economic Commission for Europe (UNECE) organized an in-depth training session on trade and transport facilitation (TTF) for the members of Jordan’s Trade and Transport Facilitation Technical Committee and the representatives of the Special Economic Zone of Aqaba. The seminar was hosted by the Aqaba Centre of Excellence.

The three-day training, which gathered 45 participants from governmental authorities and the private sector, offered an overview of the TTF concepts, tools and implementation issues. It dealt in particular with the impact of trade and transport facilitation (Module I), facilitation of international transport operations (Module II), harmonization of international trade documents and trade information flows (Module III) and implementation of the automated customs procedures and Single Window in Jordan (Module IV).



B. Forums in Latin America

In the framework of the World Trade Organization's (WTO) Trade Facilitation Agreement, which is currently under negotiation, developing countries are expected to put in place a number of modern trade facilitation solutions. In order to negotiate the agreement and implement the resulting commitments, it is important that developing countries analyze and understand their implementation capacity in terms of the required time and resources.

With the financial support of the Government of Spain, UNCTAD organized, in 2012, two regional forums for countries to share their practical experience in the subject: one in Santiago, Chile, in March for WTO Latin American members and one for Central American countries in Santo Domingo, Dominican Republic, in April.

Almost 60 public and private sector representatives participated in these two forums. The exchange of national experiences in the application of trade facilitation measures enhanced countries' institutional capacity to benchmark best practices and lessons learned from countries that are more advanced in the implementation process.

An interesting issue highlighted during the forums was the alignment of bilateral, regional and multilateral commitments on trade facilitation in Latin America. The proliferation of regional and bilateral instruments may lead to a "spaghetti bowl" of overlapping levels of Customs duties and different documentary and other re-

quirements, producing potentially counterproductive effects in terms of administrative inefficiency and discriminatory treatment towards non-members of regional trade agreements (RTAs).

The regional forums were considered very useful and interesting as per the feed-back and formal evaluations received from participants. In particular, not only the plenary presentations and updates on the WTO negotiations and regional context were very much appreciated, but also the possibility of sharing practical experience during the working groups. The importance of these spaces of dialogue and reflection as well as the continuity of this kind of initiatives was stressed by numerous participants.

However, participants of the Latin American forums suggested that overall the positive impacts of including trade facilitation commitments in RTA's more than outweighs the potentially negative effects of the spaghetti bowl. The growing number of bilateral and regional RTAs has been mostly positive for the implementation of trade facilitation measures.

C. Trade Facilitation Implementation Plans

In 2012, UNCTAD initiated the development of national trade facilitation implementation plans under three important technical assistance projects:

- 1) "Strengthening Capacities of Developing Countries in Africa and Asia to Support their Effective Participation in Negotiating Bilateral, Regional and Multilateral Trade Facilitation Arrangements", financed by the United Nations Development Account;
- 2) "Implementation Plans for WTO Trade Facilitation Agreement in Developing Members" financed by the European Commission; and
- 3) A contribution from the Government of Norway to the UNCTAD Trust Fund "Strengthening Capacities of Developing Countries in Africa and Asia to

For: Angola, Antigua and Barbuda, Bangladesh, Benin, Bhutan, Burkina Faso, Burundi, Dominica, Dominican Republic, Gabon, Grenada, Guatemala, Jordan, Nepal, Nicaragua, Paraguay, Rwanda, St. Kitts and Nevis, St. Lucia, St. Vincent and the Grenadines, Sudan, Suriname, Tanzania, and Uganda

24

NATIONAL TRADE FACILITATION PLANS

Support their Effective Participation in Negotiating Bilateral, Regional and Multilateral Trade Facilitation Arrangements”.

The objective of the national trade facilitation implementation plans under the three projects is to assist developing countries get a clearer understanding where they stand as regards existing and future regional and multilateral trade facilitation commitments, including the requirements for technical assistance.

The countries included in this phase of the projects are Angola, Antigua and Barbuda, Bangladesh, Benin, Bhutan, Burkina Faso, Burundi, Dominica, Dominican Republic, Gabon, Grenada, Guatemala, Jordan, Nepal, Nicaragua, Paraguay, Rwanda, St. Kitts and Nevis, St. Lucia, St. Vincent and the Grenadines, Sudan, Suriname, Tanzania, and Uganda. The projects build upon UNCTAD's extensive experience in providing technical assistance and capacity building support to developing countries participating in the WTO negotiations. They also draw on the results of the national WTO self-assessment exercises, carried out in the participating countries in 2007-2009.

The national implementation plans focus mostly on the measures proposed within the WTO negotiations and map the current status of implementation of these measures in each country. The intermediate outcome of this exercise will be a national trade facilitation implementation plan. The studies also include information on the implementation challenges and resource requirements that developing countries are likely to face, and identify the kind of support they are likely to need from the international community to overcome them. Under the different projects concerns, for several participating countries, there will be regional follow-up to the national studies, where regional challenges and trade facilitation solutions will be sought together with regional partners.



Bhutanese trade facilitation stakeholders met in Thimphu on the occasion of the UNCTAD Validation Conference.

The projects also benefit from the collaboration of the trade facilitation experts from the Organization for the Economic Cooperation and Development (leading the work in Bangladesh), the World Bank (in the Dominican Republic) and the World Customs Organization (in Gabon).

A special regional workshop to launch the project in the six participating Eastern Caribbean states was held in Castries, Saint Lucia, in August 2012, in close cooperation with the secretariat of the Organization of the Eastern Caribbean States (OECS). The workshop also sought to identify OECS interests and concerns, in the context of the establishment of the OECS Economic Union and identify regional approaches to implementation. The regional workshop was followed by the special meetings of the national trade facilitation taskforces in each participating country to discuss and launch the project at the national level.

D. Trade and Transport Facilitation Project in Pakistan

In 2012, UNCTAD continued to provide advisory services to the Government of Pakistan in the area of trade and transport facilitation under the World Bank financed Trade and Transport Facilitation Project II. A tri-partite project review was successfully concluded with the World Bank and the Government of Pakistan. It was agreed to extend the project until mid-2015, and refocus some of the activities towards regional trade facilitation issues. Apart from

supporting Pakistan's National Trade and Transport Facilitation Committee (NTTFC), the project will also aim at strengthening the newly created Trade and Transport Facilitation Unit within the Ministry of Commerce.

E. Partnerships and Collaboration

Under the framework of the Doha Development Agenda, UNCTAD also collaborates with the WTO secretariat and partners of the "Annex D" of the negotiating mandate in its support to Geneva-based Delegates. In the context of the Almaty Programme of Action, UNCTAD participated to several meetings in Almaty and Geneva with substantive contributions in the area of transport and trade facilitation.

F. Capacity building

In 2012, UNCTAD also continued to provide support to Geneva-based delegations by giving advice on substantive issues of the trade facilitation negotiations, including transit and general aspects of the WTO negotiating process.

Moreover, throughout the year, UNCTAD's experts contributed to numerous conferences, workshops and training events on a wide range of trade logistics issues. The events were organized by the Ecole Polytechnique Fédérale de Lausanne (EPFL), UNESCAP, the Islamic Development Bank (IDB), the World Maritime University and several other academic institutions. Moreover, modules were taught on trade logistics within the Division's TrainForTrade Port Training Programme and the Course on Key Issues on the International Economic Agenda (Para. 166) (in Belgrade, Geneva, Muscat and Rabat), as well as the Virtual Institute.

C.3 POLICY AND LEGISLATION

1. Research and analysis

A. Important developments affecting transport and trade

As part of its mandated work-programme in the field of trade logistics, UNCTAD

Pre-Conference Event of the Ten-Year Review Conference of the Almaty Programme of Action, the "High-Level Global Thematic Meeting on International Trade, Trade Facilitation and Aid For Trade" in Almaty, Kazakhstan, in September 2012.

Speaking on behalf of UNCTAD, Ms. Anne Miroux, Director, Division on Technology and Logistics, discussed the role of Trade Facilitation in integrating the LLDCs into the world market. Three key issues were highlighted:

- a) The need for trade facilitation at international borders stems from different regulations and standards to which goods, service providers and transport means are confronted, regardless of the distance they have to overcome.
- b) The number of RTAs including trade facilitation provisions grew by a multiple of six in the last decade, and among the newly WTO notified RTAs, more than 80% include Customs and other trade facilitation measures. There is an important opportunity for land-locked and for transit developing countries to both work towards an ambitious trade facilitation agreement at the WTO, and also include trade facilitation commitments in their various regional trade and transport agreements.
- c) Finally, there is a need to bring together stakeholders from land-locked and transit developing countries to contribute to a better understanding of each other's position so that convergence can be achieved.

Comments about *Liability and Compensation for Ship-Source Oil Pollution: An Overview of the International Legal Framework for Oil Pollution Damage from Tankers*

“ ... very interesting, very informative and easy to read and process.”

*Susannah Musk, Technical Support Co-ordinator,
The International Tankers Owners Pollution Federation (ITOPF)*

“... does indeed provide a very good overview of the compensation regime and I am certain that other colleagues would find it useful as would a number of our key contacts...”

*Victoria Turner, Information Officer,
International Oil Pollution Compensation (IOPC) Funds*

“... a brand new book on oil pollution from the people at UNCTAD. Armed with this, a claims person can consign his or her bluffers' guide to oil pollution to the bottom drawer ... a great boon for non-specialists.”

Sam Ignarski, editor of Bow Wave e-newsletter

continued to carry out substantive research on a number of policy, legal and regulatory developments affecting the trade and transport of developing countries. These include in particular developments in relation to international conventions, rules and standards in the fields of commercial law and commercial transport law; developments in international seaborne trade; environmental challenges in the field of transportation; the implications of climate change for transportation; maritime and supply chain security; as well as the nexus between energy security, oil prices and transport costs. Relevant information is disseminated through *inter alia*, chapters 1 and 5 of the 2012 *Review of Maritime Transport* as well as through substantive analytical reports.

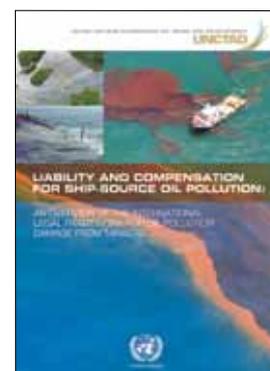
For instance, chapter 5 of the Review provides information about important legal and regulatory developments such as the recent adoption of amendments to the 1996 Convention on Limitation of Liability for Maritime Claims (1996 LLMC), as well as a range of regulatory developments relating to maritime and supply-chain security, maritime safety and environmental issues. The chapter also provides a detailed overview of a set of technical and operational measures to increase energy efficiency and reduce greenhouse gas emissions

from international shipping that had been adopted under the auspices of the International Maritime Organization (IMO) in July 2011 and is expected to enter into force on 1 January 2013.

B. Environmental challenges in the field of transportation

A substantive analytical report entitled *Liability and Compensation for Ship-Source Oil Pollution: An Overview of the International Legal Framework for Oil Pollution Damage from Tankers* was published in 2012, available at www.unctad.org/ttl/legal. It highlights important features of the complex international framework as well as issues of particular interest to coastal developing countries that may be vulnerable to ship-source oil pollution. The report has been well received, including by the Secretariat of the IOPC Funds, the intergovernmental agency responsible for administering compensation under the 1992 Fund Convention and 2003 Supplementary Fund Protocol and the International Tankers Owners Pollution Federation (ITOPF).

By way of background, it should be noted that around half of the global crude oil production is carried by sea, with much of this navigation in relative proximity to coastal areas or transiting through constrained areas or chokepoints, such as narrow straits and canals. With many



Comments about *Maritime Transport and the Climate Change Challenge*

“The potential impacts of climate change on transport systems makes the need for effective adaptive action urgent ... This is an important book and should be read by all those with an interest in the field of maritime transport.”

*C. Th. Grammenos, Professor, CBE,
DSc, Cass Business School, City University*

“Maritime Transport and the Climate Change Challenge provides invaluable information for use by researchers and managers ... Publication of the volume is timely and provides a balanced and stimulating reference text for readers.”

*Michael B. Collins, Professor, Ikerbasque Fellow, University of the Basque Country;
Emeritus Professor, School of Ocean and Earth Science, University of Southampton;
Editor, Continental Shelf Research*

“This volume is innovative and provides food for thought for this key sector of global commerce ... Internationally recognized scientists have contributed to this book which comes at a very timely moment for providing appropriate guidance in the decision making process for the marine transportation sector.”

Martin Beniston, Professor, Director, Institute for Environmental Sciences (IES), University of Geneva; Contributing Author IPCC 2007 (AR4)

coastal developing economies heavily dependent on income from fisheries and tourism, exposure to damage arising from ship-source oil pollution incidents poses a potentially significant economic threat. While a robust international legal framework is in place to provide significant compensation to those affected by tanker oil pollution, a number of coastal states, including developing countries that are potentially exposed to ship-source oil-pollution incidents, are not yet Contracting Parties to the latest legal instruments in the field. To assist policy makers in their understanding of the international legal framework and in assessing the merits of ratification, the report provides a detailed analytical overview of the relevant legal instruments and offers some considerations for national policy making.

C. Implication of climate change for transportation

Building on earlier work on related issues, an UNCTAD edited volume on *Maritime Transport and the Climate Change Challenge* was co-published in May 2012 by the United Nations with Earthscan/Routledge. Prefaced by the Secretary-General of UNCTAD

and including contributions from 25 experts from academia, international organizations such as the International Maritime Organization (IMO), the UNFCCC secretariat, OECD, the International Energy Agency and the World Bank, as well as the shipping and port industries, the book is the first of its kind, adopting a multidisciplinary approach and providing detailed insight on a range of the potential implications of climate change. The book has been endorsed by academic experts and has been praised by readers for its quality.

Issues covered include the (1) scientific background, (2) greenhouse gas emissions from international shipping, (3) potential approaches to mitigation in maritime transport, (4) state of play in terms of the relevant regulatory and institutional framework, (5) potential climate change impacts and approaches to adaptation in maritime transport, and (6) relevant cross-cutting issues such as financing and investment, technology and energy.

2. Technical assistance

A. Advisory services

In 2012, UNCTAD continued to provide advice and policy guidance in response

to requests received from various governmental and intergovernmental entities as well as non-governmental organizations. In addition to technical and policy advice on a range of legal issues and international legal instruments, this included advice and information in relation to international seaborne trade data and related matters, as well as on issues related to sustainability in shipping and transport.

Information about UNCTAD's substantive work in the field was also disseminated at various international meetings and through lectures at academic institutions, such as the EPFL, the University of Geneva, the University of the Basque Country in San Sebastian, Spain, and in Copenhagen, Denmark.

B. Cooperation with other international organizations

As part of its work under the three pillars and to foster synergies, UNCTAD cooperates with other international organizations, including through information sharing, participation in meetings and provision of substantive inputs into documents and publications. To this end, in 2012, UNCTAD continued its collaboration, among others, with the United Nations Economic Commission for Europe (UNECE) "*Expert Group on Climate Change impacts and adaptation for international transport networks*". The UNECE Expert Group, which is expected to conclude its work in 2013, had been established following a joint UNECE-UNCTAD workshop on the subject that had been convened in September 2010.

UNCTAD also participated in a conference convened by IMO on Capacity-building to Counter Piracy

off the Coast of Somalia and provided substantive input to UN reports, including the 2012 *UN Secretary-General Report on Oceans and the Law of the Sea* and the 2012 UN Secretary-General Report on Implementation of General Assembly Resolution 65/155 *Towards the sustainable development of the Caribbean Sea for present and future generations*. Contributions on international shipping and seaborne trade were also provided for the 2012 edition of the joint UNCTAD–UN DESA Report on *World Economic Situation and Prospects* (WESP). Worth highlighting are also contributions by UNCTAD as part of the UN interagency contribution to the World Expo, Yeosu, the Republic of Korea, which took place from May to August 2012. Substantive contributions on behalf of UNCTAD were provided for the permanent exhibition (UN-Pavillion) and for inclusion on the World Expo website.

3. Consensus building

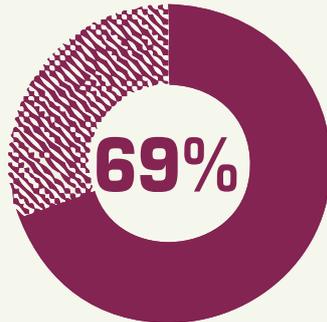
Contributions were made to the substantive preparations of a round table event at the UNCTAD XIII Conference, focusing on "Addressing persistent and emerging development challenges as related to their implications for trade and development and interrelated issues in the areas of finance, technology, investment and sustainable development". Issues considered at the round table event included energy-related concerns, as well as the need to build the climate resilience of transport infrastructure. Substantive input on issues related to transportation was prepared for inclusion into the interdivisional concept note introducing the Round Table. Additionally, high-level speakers were identified and invited to participate in the debate and to reflect the transport sector perspective.

CUSTOMS MODERNIZATION AND AUTOMATION - ASYCUDA



At UNCTAD's thirteenth Ministerial Conference in 2012, UNCTAD received the mandate to continue its work in customs automation:

"In accordance with paragraph 18, UNCTAD should continue its work in the field of trade facilitation, including the ASYCUDA programme;" *(Doha Mandate, para. 56(i))*



In 2012,
69% of the funds came directly from beneficiary countries.



Extensive coverage in Asia and the Pacific, Latin America and the Caribbean, Africa, Europe and the Middle East.

**ASYCUDA IS USED IN 90 COUNTRIES;
55 TECHNICAL ASSISTANCE
PROJECTS ARE ON-GOING**

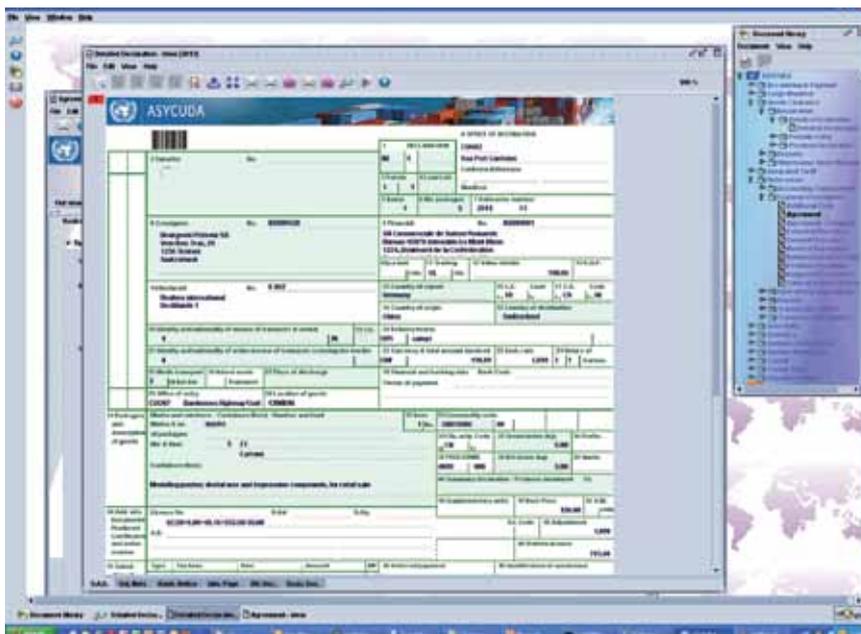
ASYCUDA

Customs departments help Governments deal with national and international policies associated with revenue collection and combating fraud. They control the import of prohibited and restricted goods and provide statistical data on external trade for government analysis and planning.

The UNCTAD Automated System for Customs Data (ASYCUDA) is a customs management system for international trade and transport operations in a modern automated environment. UNCTAD designs and develops advanced software applications for customs administrations and the trade community to comply with international standards when fulfilling import, export and transit related procedures, from (and prior to) the arrival of goods, up to their ultimate release after payment of duties and taxes. The system includes advanced risk-management capabilities and very strong anti-corruption features.

HIGHLIGHTS

- Largest UNCTAD technical assistance programme
- Over 90 countries use ASYCUDA
- Implemented in 38 LDCs
- More than 450 support and advisory missions undertaken by staff or consultants
- 2 online annual Newsletters





Improving customs efficiency in Liberia.

Through its ASYCUDA programme, and in line with the mandate stemming from UNCTAD XIII, the Division on Technology and Logistics aims at:

- Modernizing customs operations and helping to improve revenue collection;
- Facilitating trade efficiency and competitiveness by substantially reducing transaction time and costs;
- Improving security by streamlining procedures of cargo control, transit of goods and clearance of goods;
- Helping fight corruption by enhancing the transparency of transactions; and
- Promoting sustainable development by cutting down on the use of paper.

UNCTAD's competency in the complex area of customs automation is internationally recognized. The ASYCUDA system is implemented in the beneficiary countries in the framework of technical assistance projects that deliver a comprehensive package including software, documentation, technical and



functional expertise and capacity building. Training activities are of paramount importance to ensure the full transfer of ASYCUDA "know-how" to the national staff: this is essential to allow national teams to independently administer and maintain the system in the long term.

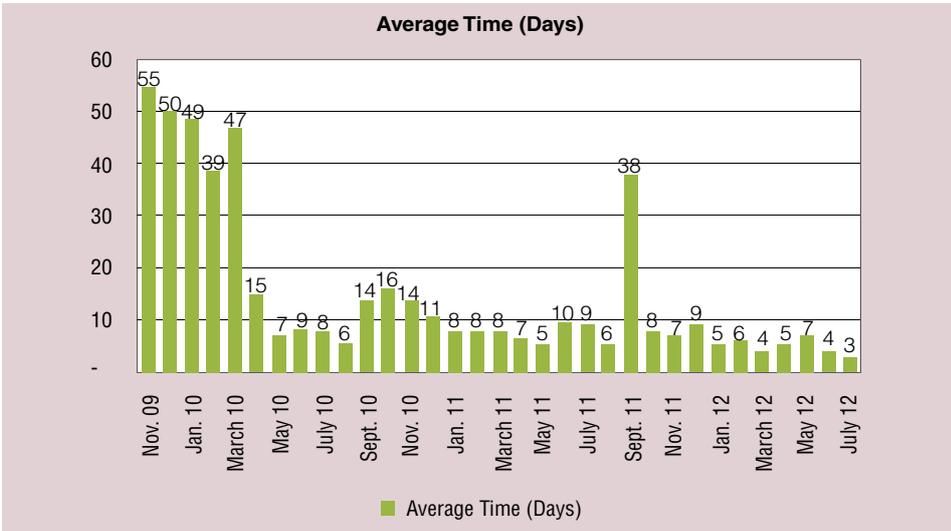
A. System developments

In spring 2012, the Geneva development/support team released version 4.2.0 of its latest ASYCUDA software system. This release included a new module for Customs administrations valuation control allowing customs to build a valuation database which can be applied using risk management. It also included enhanced security features and new functions in risk management. The year 2012 also saw many Customs administrations using ASYCUDA implement web services (through ASYCUDA technology) to interconnect with external entities. Such services are essential components in the building of a customs-centric Single Window for e-customs and e-government.

B. Impact of ASYCUDA

The impact of ASYCUDA projects can be assessed by using various institutional and trade facilitation benchmarks, including increased revenue, improved trade facilitation, shorter clearance times and the availability of reliable statistical data on trade. For instance, the automatic calculation of duties and taxes results in increased State budget revenues, while reliable and timely trade and fiscal statistics assist Governments in planning their economic policy. Also, the use of ASYCUDA's risk management tools assists Customs administrations to streamline their control procedures, which helps in dramatically reducing clearance time by targeting cargo in a more efficient manner. The latest release of the ASYCUDA system has made a major impact on e-business and e-government transactions, making international trade simpler and cheaper, and making international markets more accessible to enterprises from develop-

Liberia customs clearance time since use of ASYCUDA



Source: Liberia Project Team

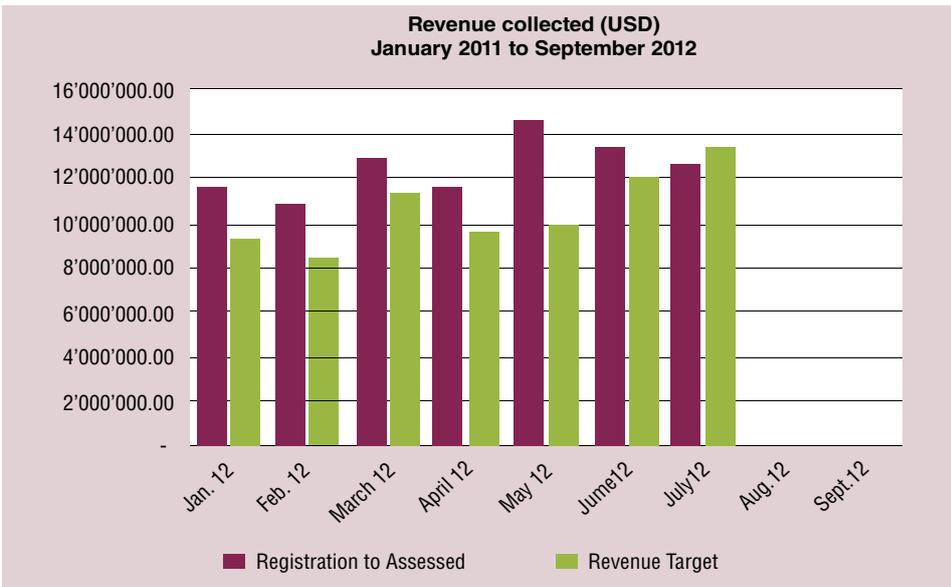
ing countries. In an increased number of countries ASYCUDA's latest software system constitutes the core element for building a Single Window for international trade.

Two charts are presented on this page that illustrate the impact of the introduction of ASYCUDA in Liberia Customs since 2010. The first one showcases the evolution of the clearance time, which was significantly reduced from 50 to 2 days following the operational implemen-

tation of the system in the country. The effectiveness of the system as a tool for processing the clearance of goods is illustrated by the sharp increase in clearance time (almost returning to the pre-implementation situation) which took place in September 2011, following a major electrical failure.

The second chart portrays the revenues collected by Liberia Customs compared to the revenue that was initially forecasted for 2012. As can be seen, the col-

Liberia customs collection of revenue



Source: Liberia Project Team



ASYCUDA training
in Kinshasa.

lected revenue is considerably higher than the revenue targeted, thus providing the national budget with greater amounts than expected.

1 - Technical assistance

National and regional projects and activities

In 2012, the ASYCUDA central team continued to provide both in-country and remote technical assistance and support for system maintenance. More than 450 support and advisory missions were undertaken by staff or consultants in the beneficiary countries. In the spirit of south-south cooperation, experts from ASYCUDA user countries carried out more than 60 per cent of these missions.

The training of national experts is a major component of the technical assistance projects with a view to transfer know-how and create a sense of ownership of the technicalities and functionalities of the ASYCUDA system in national Customs



ASYCUDA in Belize.

teams. Moreover, it aims at ensuring technical self-sufficiency and independence in the further enhancement and operation of the system. In 2012, 200 training sessions (both technical and functional) were organized in the different regions and about 2500 employees of Customs and other Governmental agencies were trained.

In Africa, projects for the migration to the latest version of the ASYCUDA system were signed in Guinea, Lesotho, Togo and Zambia while others are under discussion with Burkina Faso, Cape Verde, Chad, Ethiopia and the Central African Republic. Implementation and development activities for the Customs system or for a Single Window system are progressing in Burundi, Congo, Côte d'Ivoire, the Democratic Republic of the Congo, Namibia, Rwanda, Seychelles and Zimbabwe.

In the Latin American and Caribbean region, migration projects started in Aruba, El Salvador and Surinam while activities continued in Belize, Bonaire, Curacao, Dominica, Grenada, Haiti, Nicaragua, Saint Lucia, and Venezuela requiring numerous support missions, most of them undertaken by the ASYCUDA regional Centre in Caracas.

In the Asia Pacific region, the implementation of the latest version of the ASYCUDA system started in Bangladesh and continued in Lao People's Democratic Republic, while a migration project to the latest ASYCUDA software version is being discussed in the Maldives. Solomon Islands started with the implementation of the system and joined the other participants in the ASYCUDA Support Mechanism for the Pacific.

In Europe and the Central Asian region, ASYCUDA became operational in Gibraltar while activities continued in Albania and Kosovo. Discussions are in progress for other migration projects. Moreover, a number of bilateral meetings were organized with the National Customs Authorities in Kazakhstan and the Eurasian Eco-

Djibouti's implementation of the latest ASYCUDA software system in all its customs offices

At the end of 2012, and following the decision to start using the latest version of the ASYCUDA system, the Djibouti Customs Administration completed the first phase of the project and implemented the new system in all its customs offices.

The system went live one year after the initial launch of ASYCUDA at the two pilot sites of the Railroad Station and Freight, and after having observed the positive impact on the collection of duties and taxes at the main Customs offices (including the Port office), in May and August 2012. The project team faced many challenges as the system went live during Ramadan, which is an important period for Customs revenue collection due to the increased volume of imports for the celebration of Aid. Despite these difficulties, the project managed to keep the main offices fully operational.

The month of October 2012 was also an important moment in the start-up phase with the deployment of the new system in the Transit Customs Office, a department which manages the biggest volume of declarations (due to the clearance of goods in transit bound for Ethiopia, Djibouti's most important neighboring country). It should also be stressed that the freight forwarders have benefited from remote access to the system. This access greatly facilitates Customs clearance procedures as it offers forwarders the possibility to work directly from their own premises 24/7 and to lodge transactions prior to the arrival of the goods.

At present, Djibouti Customs is operational for the exchange of electronic transit data with Ethiopian Customs. The Data are sent when the transit document is validated at the departure point. To achieve this, specific developments were required, in particular for the integration of various parts of the manifesto (for instance to ensure bar code reading for all documents in the system and to implement a high security policy for controlling system access).

The objective of Djibouti Customs for the next year is to achieve further progress in the facilitation and simplification of procedures, and to extend the system to a number of border posts, in particular in Dire-Dawa at the border with Ethiopia.

According to Djibouti Customs, all these actions have been made possible thanks to the mobilization of UNCTAD experts and the highly motivated Djibouti National Project Team.

conomic Community (EurAsEC) in central Asia where ASYCUDA was presented.

In the Arab region, a new technical assistance project document on strengthening the implementation of e-Customs was signed with the Hashemite Kingdom of Jordan in 2012. Since the launch of the ASYCUDA system in Jordan in 1999, the use of paper has been dramatically reduced. ASYCUDA also contributed to the simplification and facilitation of procedures for importers and other stakeholders through the review and reform of processes. After its successful implementation in the Aqaba Special Economic Zone (ASEZ) and the Free Zone in Zarqa, the system has been rolled-out country wide, leading to an improvement in Jordan Custom's operational capacities as

well as an increase in revenues and a reduction of fraud.

The most important achievements of the ASYCUDA system include:

- Significant reduction in paper use
- Simplification and standardization of procedures
- Construction of integrated tariff tables
- Adoption and integration of international codes in the ASYCUDA
- Utilization of principles of risk management procedures in the system
- Enacting relevant provisions for the exchange of data
- Preparation for the implementation of an automated Single window system

Jordan Customs started the creation of a comprehensive e-Government platform in November 2012 in which ASYCUDA will be a significant component

Signing of the ASYCUDA project between UNCTAD and Jordan.
From left to right:
Mr. Adnan T. Issa, Chief, Resources Management Service, UNCTAD and Mr. Al-Sarayreh Ghaleb Qassem, Director General of Jordan Customs.



Two hundred forty-seven training courses have been conducted for 2297 Custom department employees, as well as more than hundred seminars and workshops in 2012.

ASYCUDA accelerates computer literacy and innovation: indeed while the technical experts come up with new technical and process solutions to improve the customs administration and respond to their clients' needs, business users and brokers must be trained to use the programme and digitize their documents.

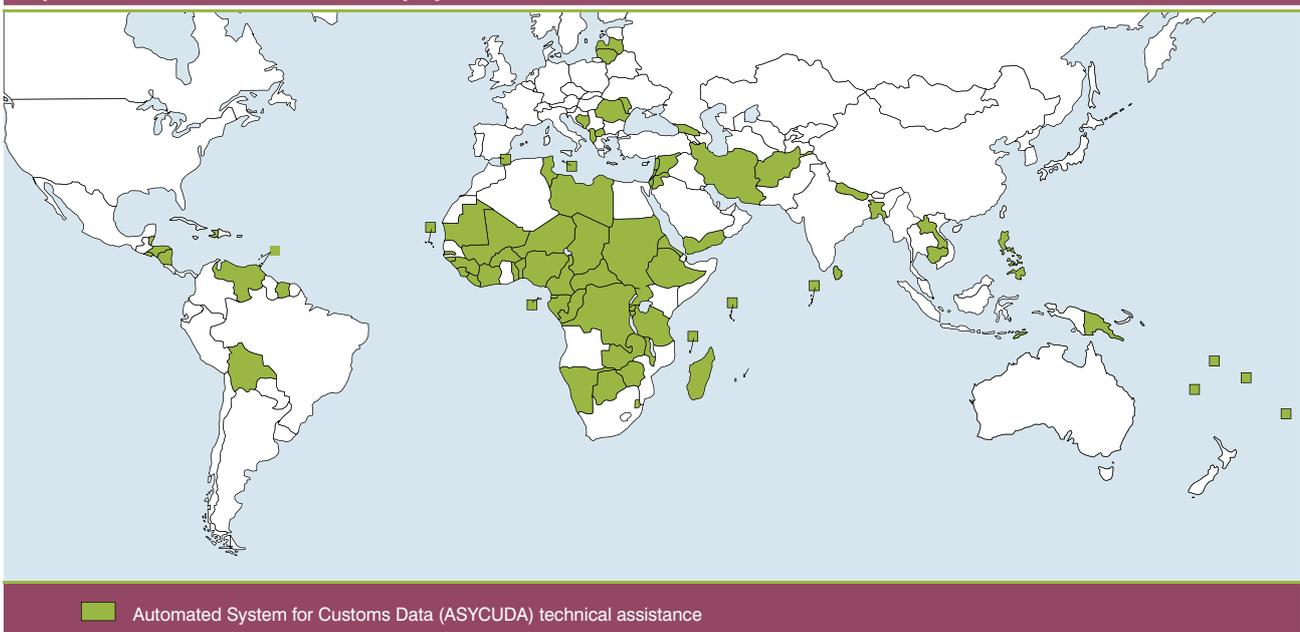
*ASYCUDA
accelerates
computer literacy
and innovation*

2 - Consensus building

In 2012, experts from the ASYCUDA Programme participated in a number of multilateral meetings and workshops that were organized by different bodies such as the African Union, the International Monetary Fund (IMF), the Islamic Development Bank (IDB), the United Nations Economic Commission for Europe (UNECE), the United Nations Environment Programme (UNEP), the Southern Africa Regional Technical Assistance Center (Afrifac), the Southern African Development Community (SADC), the Organization for Security and Cooperation in Europe (OSCE), and the World Customs Organization (WCO). They also participated in national conferences and seminars organized by Customs Director Generals on customs reform, trade facilitation and the use of modern IT tools.

During these meetings, presentations of a concept for a Single Window for international trade and the ASYCUDA system were made.

Map of ASYCUDA technical assistance projects in 2012



UNCTAD Division on Technology and Logistics

Director
Ms. Anne Miroux

Programme Officer
Ms. Arlette Verploegh

**Science, Technology
and ICT Branch**

**Knowledge Sharing,
Training and Capacity
Development Branch**

**Trade Logistics
Branch**

**ASYCUDA
Programme**

Ms. Geneviève Féraud, Head

Mr. José Rubiato, Head

Mr. Fabrice Millet, Chief

ICT Analysis Section

*Mr. Torbjörn Fredriksson,
Chief*

**Policy Capacity Building
Section**

*Mr. Mohan Panicker,
Programme Coordinator*

Transport Section

Mr. Vincent Valentine, OIC

Policy Review Section

*Mr. Angel Gonzalez-Sanz,
Chief*

**Human Resources
Development/TrainFor-
Trade Section**

Mr. Mark Assaf, OIC

**Trade Facilitation
Section**

Mr. Jan Hoffmann, Chief

**Science & Technology
Section**

*Ms. Padmashree Gehl-Sampath,
Chief*

**Policy Legislation
Section**

*Ms. Regina Asariotis,
Chief*

ANNEX List of DTL publications over the period 2009–2012**A. Flagship reports****On science, technology and information and communication technologies:**

- Technology and Innovation Report 2012: Innovation, Technology and South-South Collaboration (Symbol UNCTAD/TIR/2012)
- Technology and Innovation Report 2011: Powering development with renewable energy technologies (Symbol UNCTAD/TIR/2011)
- Technology and Innovation Report 2010: Enhancing food security in Africa through science, technology and Innovation (Symbol UNCTAD /TIR/2009)
- Information Economy Report 2012: The software Industry and Developing Countries (Symbol UNCTAD/IER/2012)
- Information Economy Report 2011: ICTs as Enabler for private sector development (Symbol UNCTAD/IER/2011)
- Information Economy Report 2010: ICTs, enterprises and poverty alleviation(Symbol UNCTAD/IER/2010)
- Information Economy Report 2009: Trends and Outlook in Turbulent Times (Symbol UNCTAD/IER/2009)

On trade logistics:

- Review of Maritime Transport 2012 (Symbol UNCTAD/RMT/2012)
- Review of Maritime Transport 2011 (Symbol UNCTAD/RMT/2011)
- Review of Maritime Transport 2010 (Symbol UNCTAD/RMT/2010)
- Review of Maritime Transport 2009 (Symbol UNCTAD/RMT/2009)

B. Non-recurrent publications**On science, technology and information and communication technologies:**

- Framework for Science, Technology and Innovation Policy Reviews: Helping Countries leverage knowledge and innovation for development (Symbol UNCTAD/DTL/STICT/2011/7)
- Science, Technology and Innovation Policy Review of the Dominican Republic (Symbol UNCTAD/DTL/STICT/2012/1)
- Science, Technology and Innovation Policy Review of El Salvador (Symbol UNCTAD/DTL/STICT/2011/4)
- Science, Technology and Innovation Policy Review of Peru (Symbol UNCTAD/DTL/STICT/2010/2)
- Science, Technology and Innovation Policy Review of Ghana (Symbol UNCTAD/DTL/STICT/2009/8)
- Science, Technology and Innovation Policy Review of Lesotho (Symbol UNCTAD/DTL/STICT/2009/7)
- Science, Technology and Innovation Policy Review of Mauritania (Symbol UNCTAD/DTL/STICT/2009/6)
- UNCTAD Current Studies on geospatial science and technology for development (Symbol UNCTAD/DTL/STICT/2012/3)
- UNCTAD Current Studies on applying a Gender Lens to Science, Technology and Innovation (Symbol UNCTAD/DTL/STICT/2011/5)
- UNCTAD Current Studies on implementing WSIS Outcomes: Experience to Date and Prospects for the Future (Symbol UNCTAD/DTL/STICT/2011/3)
- UNCTAD Current Studies on water for food: Innovative water management technologies for food security and poverty alleviation (Symbol UNCTAD/DTL/STICT/2011/2/Rev.1)
- UNCTAD Current Studies on financing ICT for development (Symbol UNCTAD/DTL/STICT/2009/5)
- UNCTAD Current Studies on green and renewable energy technologies for rural development (Symbol UNCTAD/DTL/STICT/2009/4)
- ICT Policy Review of Egypt (Symbol UNCTAD/DTL/STICT/2011/6)
- Measuring the Impacts of Information and Communication Technology for Development (Symbol UNCTAD/DTL/STICT/2011/1)

ANNEX List of DTL publications in the biennium 2009–2012 (continued)

- Study on prospects for harmonizing cyberlegislation in Central America and the Caribbean (Symbol UNCTAD/DTL/STICT/2009/3)
- Study on prospects for harmonizing cyberlegislation in Latin America (Symbol UNCTAD/DTL/STICT/2009/1)

On trade logistics:

- Liability and Compensation for Ship-Source Oil Pollution: An Overview of the International Legal Framework for Oil Pollution Damage for Tankers (Symbol UNCTAD/DTL/TLB/2011/4)
- Trade Facilitation in Regional Trade Agreements (Symbol UNCTAD/DTL/TLB/2011/1)
- Reflections on a future trade facilitation agreement (Symbol UNCTAD/DTL/TLB/2010/2)
- Technical notes on trade facilitation measures (Symbol UNCTAD/DTL/TLB/2010/1)
- The development of transit ports affecting LDCs (Symbol UNCTAD/DTL/TLB/2009/3)
- Maritime freight rates and oil prices: an empirical investigation (Symbol UNCTAD/DTL/TLB/2009/2)
- Maritime Transport and the Climate Change Challenge (Symbol UNCTAD/DTL/TLB/2009/1)

C. Technical and Information material

- Division on Technology and Logistics Activity report 2012 (Symbol UNCTAD/DTL/2013/1)
- Division on Technology and Logistics Activity report 2011 (Symbol UNCTAD/DTL/2012/1)
- Division on Technology and Logistics Activity report 2010 (Symbol UNCTAD/DTL/2011/1)
- Division on Technology and Logistics Activity report 2009 (Symbol UNCTAD/DTL/2010/1)

On science, technology and information and communication technologies:

- Manual for the Production of Statistics on the Information Economy - 2009 Revised Edition (Symbol UNCTAD/SDTE/ECB/2007/2/Rev.1)
- Flyer: Science, Technology and innovation review series (Symbol UNCTAD/DTL/STICT/2009/Misc/2009/9)

On cross divisional capacity building:

- Mapeamento da situação do turismo na Republica de Angola – Província de Benguela (Symbol UNCTAD/DTL/KTCD/2011/1)
- “O quadro jurídico do investimento privado na República de Angola” (Symbol UNCTAD/DTL/KTCD/2010/1)
- Capacity-building for Trade and Development Flyer (Symbol UNCTAD/DTL/KTCD/Misc/2009/8)
- Building Knowledge and Skills on Trade-Related Policies through Training Courses for Developing Country Officials, Report of the 7th Advisory Group on the Strengthening of Training Capacities and Human Resources Development (Symbol UNCTAD/DTL/KTCD/Misc/2009/7)
- UNCTAD and e-Learning Initiatives, Report of the 6th Advisory Group on the Strengthening of Training Capacities and Human Resources Development (Symbol UNCTAD/DTL/KTCD/Misc/2009/5)

On trade logistics:

- ASYCUDA World Report (Symbol UNCTAD /WEB/DTL/ASYCUDA/2011/1)
- ASYCUDA Newsletter No.6 December 2012, Web-based (Symbol UNCTAD/WEB/DTL/ASYCUDA/2012/2)
- ASYCUDA Newsletter No.5 July 2012, Web-based (Symbol UNCTAD/WEB/DTL/ASYCUDA/2012/1)
- ASYCUDA Newsletter No. 4 December 2011, Web-based (Symbol UNCTAD/WEB/DTL/ASYCUDA/2011/2)
- ASYCUDA Newsletter No. 3 July 2011, Web-based (Symbol UNCTAD /WEB/DTL/ASYCUDA/2011/1)
- ASYCUDA Newsletter No. 2 December 2010, Web-based (Symbol UNCTAD/WEB/DTL/TLB/2011/1)
- ASYCUDA Newsletter No. 1 July 2010, Web-based (Symbol UNCTAD/WEB/DTL/TLB/2010/2)
- Brochure on Transport Newsletter, (Symbol UNCTAD /WEB/DTL/TLB/MISC/2011/3)
- Transport Newsletter No 56 (fourth quarter 2012), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2012/4)

ANNEX List of DTL publications in the biennium 2009–2012 (continued)

- Transport Newsletter No 55 (third quarter 2012), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2012/3)
- Transport Newsletter No 54 (second quarter 2012), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2012/2)
- Transport Newsletter No 53 (first quarter 2012), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2012/1)
- Transport Newsletter No 52 (fourth quarter 2011), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2011/5)
- Transport Newsletter No. 51 (third quarter 2011), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2011/4)
- Transport Newsletter No. 50 (second quarter 2011), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2011/3)
- Transport Newsletter No. 49 (first quarter 2011), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2011/2)
- Transport Newsletter No 48 (fourth quarter 2010), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2010/5)
- Transport Newsletter No. 47 (third quarter 2010), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2010/4)
- Transport Newsletter No. 46 (second quarter 2010), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2010/3)
- Transport Newsletter No. 45 (first quarter 2010), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2010/1)
- Transport Newsletter No. 44 (fourth quarter 2009), Web-based (UNCTAD/WEB/DTL/TLB/2009/3)
- Transport Newsletter No. 43 (first & second quarter 2009), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2009/2)
- Transport Newsletter No. 44 (second quarter 2009), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2009/3)
- Transport Newsletter No. 42 (first quarter 2009), Web-based (Symbol UNCTAD/WEB/DTL/2009/1)

D. Websites

- Division on Technology and Logistics at <http://www.unctad.org/dtl>

DTL

division on technology and logistics



UNCTAD
Palais des Nations
8-14 Avenue de la Paix
1211 Geneva 10 - Switzerland