

# UNCTAD

Trade Logistics Branch, Division on Technology and Logistics

## Transport Newsletter



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## Editorial

Dear Readers,

The second Transport Newsletter of 2012 brings you the latest news on UNCTAD, updates on the ongoing projects in Transport and Trade Facilitation, as well as information on new data, reports and studies. Geographically speaking, this publication will take you to a journey through the Middle East, Latin America and East and West Africa.

Our first stop will be in Qatar, where recently the **UNCTAD XIII** quadrennial conference concluded with a mandate and a declaration of Member States' solidarity in quest for "a prosperous world". In this article, you will have the opportunity to find out what the mandate is for the work of the UNCTAD Secretariat in the next four years and what it means for the organisation. After reading it, it will strike you that "sustainability" becomes a leitmotiv. But what about **sustainable freight transport**? Find out more about this topic on page seven.

For some time, UNCTAD has been carrying out substantive work to help improve the understanding of issues at the interface of maritime transport and the climate change challenge. Most recently, an UNCTAD edited volume on "**Maritime Transport and the Climate Change Challenge**" has been co-published by the United Nations and Earthscan/Routledge, in May 2012. 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 for this key sector of global trade. Read more on page 10.

This year, UNCTAD organised **two regional trade facilitation forums in Latin America**. There, experts on trade from different countries of the continent sought to identify challenges, lessons learned and best practices on implementing selected trade facilitation measures in the region. More information about this on page 11.

From 1 June 2012, **the use of the single window is compulsory in Mexico**. Background and implications of this measure are described on page 19

UNCTAD and UNECE organised together a **Training Session on Trade and Transport Facilitation in Jordan** on 20-22 May 2012. Stakeholders looked into the scope and impact of trade and transport facilitation, the facilitation of international transport operations, the harmonization of international trade documents and trade information flows and implementation of the automated customs procedures and Single Window in Jordan, among other things. Read more on page 14.

The Validation Conferences organised under the framework of the UNCTAD project to develop Implementation Plans for an eventual WTO Trade Facilitation Agreement took place in **Burkina Faso and Benin**. Find out what is the methodology used in these events on page 15.

Are you more interested on data? Then you can have a look at the new **world fleet data 2012** on page 15 or the findings of the **2012 Global Logistic Performance Index** recently released by the World Bank on page 20.

If you wish to read a first-hand report of how transport challenges really look like in the West African Economic and Monetary Union, then we recommend you the article "**Trucker's Life in West-Africa**" on page 24. Join its author along the 1,382 km stretch of the Dakar-Bamako corridor and back.

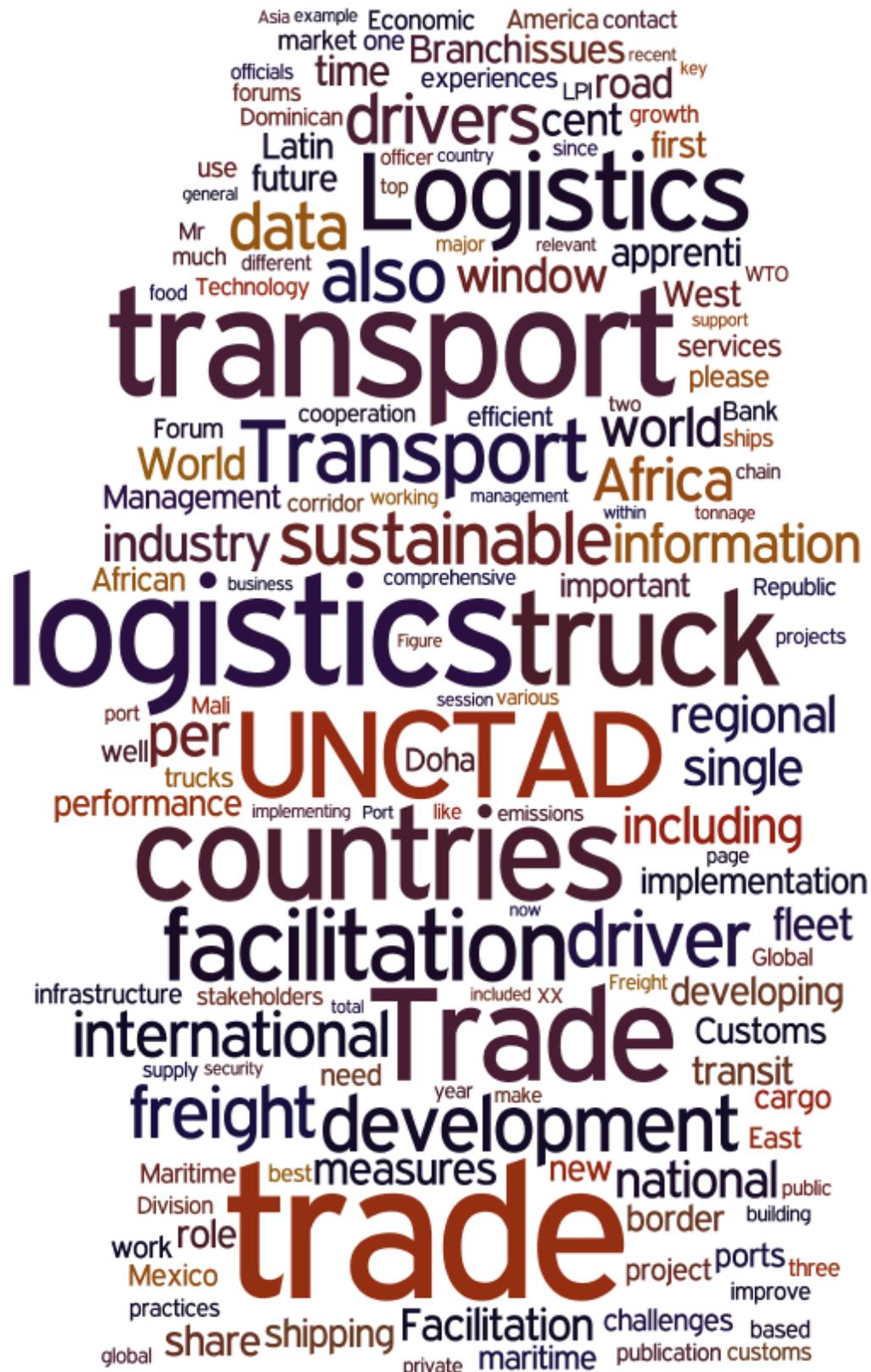
Moreover, the UNCTAD Transport Newsletter continues to provide a space for UNCTAD and its partners, including international organizations, NGOs and academic institutions, to share information on recent and upcoming events, publications, and other news on international transport and trade facilitation. The news briefs start on page 28.

Last but not least, we would like to inform you on the new **changes in our team**. In May, Arántzazu Sánchez joined us as our new Associate Economic Affairs Officer, UNCTAD Trade Facilitation Section,

and editor of this and future Transport Newsletter issues. Moreover, we will like to bid Hannes Finkenbrink and Clay Kerswell farewell. Hannes was promoted to a new position within the United Nations in New York and Clay will be working at the World Bank in Washington. It was a pleasure to work with them and we wish them the best for the future!

For comments, suggestions and contributions to the next Transport Newsletter, please contact [Arantzazu.Sanchez@UNCTAD.org](mailto:Arantzazu.Sanchez@UNCTAD.org) or [Jan.Hoffmann@UNCTAD.org](mailto:Jan.Hoffmann@UNCTAD.org) before 15 September 2012.

*The Trade Logistics Branch Team, Geneva, August 2012*



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## A renewed mandate for UNCTAD on Trade logistics

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At the recent UNCTAD XIII Conference, held in Doha Qatar on 21-26 April 2012, the meeting of UNCTAD Member States concluded with a mandate establishing the guidelines for the work of UNCTAD Secretariat in the next four years. The Doha Mandate, under the general theme of Development-centred globalization: Towards inclusive and sustainable growth and development, establishes also a renewed mandate for the team of the Trade Logistics Branch within the Division on Technology and Logistics. Such a mandate appears spread in different paragraphs of this document and is here below explained.

In the relevant part of the operational paragraphs of Sub-theme 1 – Enhancing the enabling economic environment at all levels in support of inclusive and sustainable development, the Doha Mandate, when defining the role of UNCTAD reaffirms the general scope of our work by establishing that UNCTAD should "Continue technical assistance, research and analysis, and dialogue on trade facilitation, transport and related issues".

In Sub-theme 3 – 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, Member States agree in their policy analysis, to address specific issues affecting specific categories of developing countries.

In its paragraph 47 the adopted text reads: "LLDCs - land Locked Developing Countries - 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. "

In the following paragraph, 48, UNCTAD Members agreed that "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."

When addressing the role of UNCTAD Secretariat to deal with these issues, the Doha Mandate establishes that it should: (paragraph 56)

- 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;
- Continue its work in the field of trade facilitation, including the ASYCUDA programme;
- Advise SIDS on the design and implementation of policies addressing their specific trade and trade logistics challenges linked to their remoteness and geographical isolation;

In conclusion, UNCTAD Member States have renewed their trust in the capacity of our Trade Logistics team to continue working with them on Transport, Trade Facilitation and Customs Automation related development issues. This is a very positive and encouraging sign and, at the same

time, a challenging demand that we all, in the Trade Logistics Branch, have to successfully confront over the next four years.



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## Special Event: Paving the Way for Sustainable Freight Transport

The Trade Logistics Branch organized in cooperation with the Asian Development Bank (ADB) a panel discussion on Paving the Way for Sustainable Freight Transport that was held in Doha, Qatar, on 25 April 2012. The interactive panel provided a high level platform for discussions and the sharing experiences in promoting a paradigm shift towards sustainable freight transport in view of the current renewed international commitment to achieve sustainable development goals including at Rio +20 Conference.

Expert panellists from governments, ADB, academia, and industry, including from maritime ports and shipping industries considered how developing economies may break the current unsustainable and fossil-fuel dependent freight transport patterns in light of climate change concerns. In this respect, particular focus was also put on the financial and investment implications as well as the need for innovative funding mechanisms.

The first segment of the event addressed the policy perspective with H.E. Dr. Bambang Susantono, Vice Minister of Transport, Republic of Indonesia, explaining the extreme challenge associated with formulating and implementing sustainable freight transport policies. Achieving efficient transport systems involves reducing the use of road transport and a shift towards greener modes of transport such as rail and short-sea shipping. It was noted that improving fuel efficiency and reducing emissions were crucial given recent growth in Indonesia's freight movement (67% from 9.4 billion tons in 2006 to 15.7 billion tons in 2011).



Panelists from left to right: H.E. Dr. Bambang Susantono (Vice Minister of Transport, Republic of Indonesia) Mr. Petko Draganov (Deputy Secretary-General of UNCTAD) Ms. Anne Miroux (Director of the Division on Technology and Logistics of UNCTAD) and Mr. Rabah Touafek (Legal Counsel of the Ministry of Transport of Algeria)

The vice minister also addressed the issue of building climate and natural disaster resilient transport infrastructures, which for instance included the creation of a “marine highway,” connecting sea and road systems in Indonesia’s main islands. Along the same vein, Mr. Rabah Touafek, Legal Counsel of the Ministry of Transport of Algeria, described progress achieved by Algeria in the field of transport infrastructure and services and sustainable transport, including road and rail networks in support of national development and regional trade and integration. These achievements are worth noting given the set back resulting from the political turmoil that has affected the country over the past decade.

The second segment focussed on recent developments in Sustainable Freight Transport. Prof. Alan McKinnon, Head of Logistics and Dean of Program of the Kühne Logistics University in Germany, set the scene about options that could be used by governments, transport industry and the society as a whole when seeking to promote sustainable freight transport and to decouple negative externalities from growth in freight transport. Examples of local governments and business sectors in Europe and India were presented to illustrate how policy alternatives can be tailored to local circumstances. Particular mention was also made of the need to establish baselines and gauge improvements in carbon dioxide (CO<sub>2</sub>) emissions based on precise data. Ms. Yan Peng, China Director of, Clean Air Initiative for Asian Cities (CAI-Asia), gave an overview of green freight developments in Asia, citing the example of a 10 trucks pilot project designed by CAI-Asia and carried out in cooperation with the World Bank and other partners for Guangdong Province. The project is now supplemented with a China Green Freight Initiative of the Ministry of Transport and China Road Transport Association. Similar programs building on the experience of the US SmartWay are expected to emerge in India and other Asian countries in the future. Mr. Ko Sakamoto, Transport Economist at ADB presented climate change financing instruments that are currently available as well as other potentially new and merging sources and instruments. It was argued that these instruments can help promote sustainable freight transport in several ways, including by motivating initiatives, making marginal projects viable, attracting international attention, and leveraging other funding flows.

The last segment of the panel reflected industry views. Captain Ahmad Yousef Almass, Acting Chairman of Qatar Ports Management introduced the new Doha Port project which is being, designed, planned and being built in full compliance with environmental sustainability principles. This includes operational improvements that will drive down fuel use, emissions and waste, including extensive use of electrical power, cold ironing for ships, solar energy for reservoirs and lighting, and highest capacity container vessels. Mr. Ramón Gómez-Ferrer, Director of Valencia Port Authority, highlighted the role of ports in building global sustainable transport networks. As part of the corporate policy of the Port of Valencia, the port has taken a more proactive position when dealing with environmental and safety issues. As a result, the Port of Valencia port has evolved into an “eco port” over a 15 year period. The role of the port authority in promoting public sustainable development policies is crucial as is the need to involve all stakeholders and to accommodate their operational needs. Mr. Dirk Vande Velde, President of the Cargo Incident Notification Organization (CINS), reported about the success of CINS as a platform for sharing information about incidents that entail environmental, health and safety impacts. This helps prevent future incidents. The collaborative approach adopted by CINS helps involve all stakeholders in the international maritime transport chain and to make use of common agreed tools to gather and process information related to CO<sub>2</sub> emissions in maritime transport. The speaker highlighted in particular the benefits of the proposed instrument in monitoring improvements and providing individual and collective incentives for all parties to adhere to the proposed network for a more sustainable transport. The urgent need for better data on freight and for standardization of legislation concerning these three issues was underscored. Mr. Jos Verlinden, Head Transport & Logistics of the European Chemical Industry Council (CEFIC) noted the



leadership of the chemical industry in the area of chemical transport and logistics. A recent CEFIC publication on measuring and managing CO2 emissions for chemical freight transport shows that 40% of emissions arise from sea transport and therefore should be considered alongside road transport for sustainability purposes. Bridging the academic research interests and industry needs will bring greater clarity to the specific issues that need to be tackled. It was noted that sustainable freight transport was still at its early stages and that most companies are still in the learning phase. A combination of many actions will be needed to improve logistics efficiencies in tandem with transport decarbonisation.

The conclusions of the Special event can be summarized as:

- There was a strong convergence of views that multi stakeholder approaches were required to design and implement sustainable freight transport actions adapted to reflect the specific local conditions. While governments could provide policy incentives and work in cooperation with industry and other stakeholders, cooperation between and among financial institutions including development banks, and international organizations should also be strengthened.
- General consensus was also expressed as to the role of UNCTAD in contributing to enabling a paradigm shift towards sustainable freight transport, in particular for developing regions, such as Africa, where the development of new transport infrastructure and services would benefit from an early implementation of sustainable principles.
- Financing and investments needed to shift towards sustainable freight transport were emphasized as a major consideration. Existing and new sources and mechanisms of funding, including climate finance and private public partnerships have a role to play and their application in the context of sustainable freight transport should be further examined.
- Participants reiterated the role of UNCTAD in promoting cooperation among all partners interested in promoting sustainable freight transport. They encouraged further work by UNCTAD including research and analysis, capacity building and technical assistance. It was further suggested that UNCTAD, with likeminded partners, examine how new sources 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 conducting a conference in April 2013 with a view to launching the creation of a Global Green Freight Forum.

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## Maritime Transport and the Climate Change Challenge

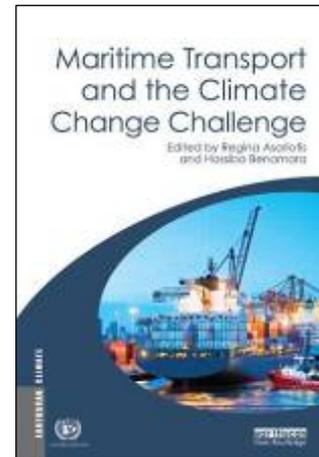
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**New book - edited by UNCTAD and co-published by the UN and Earthscan - offers information and analysis on the climate change challenge from the perspective of maritime transport and trade.**

International maritime transport is the backbone of the world globalized economy. It is a significant contributor to global CO2 emissions but also likely to be affected by wide-ranging and potentially devastating climate change impacts associated with rising sea levels and increased frequency/intensity of extreme weather events.

An UNCTAD edited volume on "Maritime Transport and the Climate Change challenge", has been co-published by the UN in May 2012 with Earthscan (Routledge/Taylor & Francis), one of the leading publishers in the field of environment and sustainability.

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 for this key sector of global trade. It includes contributions from experts from academia, international organizations - such as the IMO, the UNFCCC secretariat, OECD, IEA and the World Bank - as well as the shipping and port industries.



**Download:** [Flyer](#)

Issues covered:

- The scientific background
- Greenhouse gas emissions from international shipping
- Potential approaches to mitigation in maritime transport
- The state of play in terms of the relevant regulatory and institutional framework
- Potential climate change impacts and approaches to adaptation in maritime transport
- Relevant cross-cutting issues such as financing and investment, technology and energy

Further details are available on the UNCTAD website at

<http://unctad.org/en/pages/newsdetails.aspx?OriginalVersionID=132>

Earlier relevant initiatives by the UNCTAD secretariat include a number of intergovernmental meetings which have focused in particular on the impacts of climate change factors such as sea level rise, extreme weather events and rising temperatures, as well as on associated adaptation requirements. This includes an Ad-Hoc Expert Meeting, held in September 2011, on *Climate Change Impacts and Adaptation: A Challenge for Global Ports*, a Joint UNECE-UNCTAD Workshop on *Climate Change Impacts on International Transport Networks*, held in September 2010, and a Multi-year Expert Meeting on Transport and Trade Facilitation with a focus on *Maritime Transport and the Climate Change Challenge*, held in February 2009.

Information and documentation relating to these meetings as well as all presentations are available electronically on the UNCTAD website at [www.unctad.org/ttl/legal](http://www.unctad.org/ttl/legal)

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## Sharing national experiences on trade facilitation implementation in Latin America

In the framework of the WTO Trade Facilitation Agreement currently under negotiation, it is expected that developing countries notify for each of the measures whether they have already implemented them or if, on the contrary, they still need time and eventually assistance to do so. For this reason, it is important that developing countries know their implementation capacity in terms of time, resources and knowledge needed. UNCTAD has been supporting the Latin American region with the establishment of national implementation plans in Guatemala, Dominican Republic and Paraguay,<sup>1</sup> as well as bringing together experts to capitalize on and share national experiences on trade facilitation.

Regarding this last activity, in 2012 UNCTAD has organized two regional forums to support member countries to share their practical knowledge in the subject. The first forum was addressed to South American countries, Cuba and Mexico and it took place in Santiago de Chile on 28 and 29 March. The second forum gathered representatives of Central American countries and was held in Santo Domingo, Dominican Republic, on 12 and 13 April.

**General information:** *Regional Forums on Implementation plans of Trade Facilitation measures in Latin America, 2012*

UNCTAD Capacity building activities	Forum in Santiago de Chile	Forum in Santo Domingo
Dates	28-29 March	12-13 April
Venue	ECLAC Headquarters	WCO Regional Training Centre (CCR)
Local/regional partnership	Economic Commission for Latin America and the Caribbean (ECLAC)	General Directorate of Customs - Government of Dominican Republic
Countries represented	Argentina, Brazil, Chile, Colombia, Cuba, Ecuador, Mexico, Paraguay, Peru, Uruguay	Costa Rica, Curaçao, Dominican Republic, El Salvador, Guatemala, Honduras, Nicaragua, and Panama
Total participants	23	35
Gender	52% Women - 48% Men	48% Women - 52% Men

The financial support of the Government of Spain –through the UNCTAD Trust Fund on capacity building for WTO negotiations– allowed almost 60 people to participate in those activities. Among invitees there were Governmental officials of Customs administrations, Foreign Trade Ministries, Geneva-based delegates and experts of regional and international organizations.

The goal that guided both forums was to identify challenges, needs, lessons learned and best practices on implementing selected trade facilitation measures in the region. The specific objectives were: a) to revise the relevant elements of the ongoing negotiations in trade facilitation within the WTO; b) to share national experiences on implementing trade facilitation measures; c) to revise the state of the play on TF implementation in the relevant countries and discuss the alignment of regional and multilateral TF commitments.

<sup>1</sup> See UNCTAD Transport Newsletter No 53: “UNCTAD project launched to develop Implementation Plans for an eventual WTO Trade Facilitation Agreement in several countries”

These Latin American forums included plenary presentations as well as parallel working-groups constituted around four previously selected trade facilitation measures per forum: prior publication and consultation, risk management, freedom of transit, and national committee on trade facilitation in the case of Chile's forum; advance rulings, authorized operators, single window, and national committee on trade facilitation in the case of the Dominican Republic's forum. 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.



Plenary session, regional forum in Santiago de Chile



Opening session, regional forum in Santo Domingo



Forum in Dominican Republic April 2012: Working-group session on TF national committee and single window



Forum in Santiago de Chile March 2012: Working-group session on freedom of transit and on publication and prior consultation

Various challenges and best practices inherent of the application process of trade facilitation reforms were highlighted during the forums. Particular emphasis was placed on those related to **national committees on trade facilitation** since these multi-agency bodies are crucial for the implementation and monitoring process. Different national experiences were shared as for example, the Brazilian Technical Group on Trade Facilitation (GTFAC), the parallel working groups of the Dominican Republic and the ad hoc committee in Nicaragua.

Most of the countries of the region have formally established a multi-agency body as required in Article 14 of the negotiating text for the future Trade Facilitation Agreement (TN/TF/W/156/Rev12); moreover, those countries that have such a committee consider that its work and results could be improved. The main challenge is not the creation of such committee but keep it active, efficient and ensure its sustainability.

In this regard, the results of previous studies on trade facilitation bodies<sup>2</sup> were confirmed: when considering setting up a national committee as a coordinating mechanism, not only its institutional arrangements should be considered, but also the managerial aspects of its daily operations. A clear institutional framework defining the role, responsibilities, terms of reference, vision, mission and achievable goals of the working group are key elements for the sustainability of a trade facilitation committee. A rich composition (with a representation of all organizations involved in the logistic chain of international trade), a strong leadership (with an important sense of initiative), committed participants, as well as financial support or shared contributions are also essential factors to ensure the efficiency of national bodies.



Another interesting issue highlighted during the forums was the **alignment of bilateral, regional and multilateral commitments** on trade facilitation in Latin America. As the recent UNCTAD study on trade facilitation in regional trade agreements (RTA)<sup>3</sup> affirms, the proliferation of regional and bilateral instruments may lead to a “spaghetti bowl” of overlapping levels of Customs duties and different documentary and other requirements, producing potentially counterproductive effects in terms

of administrative inefficiency and discriminatory treatment towards non-members of RTAs. 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. It seems that the growing number of bilateral and regional RTAs has been mostly positive for the implementation of trade facilitation measures, including in particular progress made in measures such as advance rulings, publication of trade-related information, risk management and expedited shipments.

The regional forums were considered very useful and interesting as per 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 dialog and reflection as well as the continuity of this kind of initiatives was stressed by numerous participants.

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<sup>2</sup> UNCTAD Trade Facilitation Handbook on National Facilitation Bodies: Lessons from Experience [http://unctad.org/en/Docs/sdtetlb20051\\_en.pdf](http://unctad.org/en/Docs/sdtetlb20051_en.pdf)

UNCTAD/ECE Repository on trade facilitation working groups <http://r0.unctad.org/ttl/repository/TFWGintro.htm>

CEFACT recommendation No 4 and guidelines on National Trade Facilitation Bodies [http://www.unece.org/cefact/recommendations/rec\\_index.html](http://www.unece.org/cefact/recommendations/rec_index.html)

<sup>3</sup> [http://unctad.org/en/PublicationsLibrary/dtltlb2011d1\\_en.pdf](http://unctad.org/en/PublicationsLibrary/dtltlb2011d1_en.pdf)

## Joint UNCTAD/UNECE Training on Trade and Transport Facilitation: Jordan, 20-22 May 2012

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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, on May 20-22 2012, UNCTAD and UNECE delivered a training session on trade and transport facilitation (TTF) for the members of the Jordan's Trade and Transport Facilitation Technical Committee and the representatives of the Special Economic Zone of Aqaba. The event was made possible by the technical assistance programme, financed by the European Union, to support the Ministry of Transport in Jordan in the implementation of the Trade and Transport Facilitation Programme in the Hashemite Kingdom of Jordan. The seminar was hosted by Aqaba Centre of Excellence.

The three-day training, which gathered 45 participants from the Governmental authorities and the private sector, offered an overview of the TTF concepts, tools and implementation issues. After an introduction, which focused on linking TTF measures to trends in international trade logistics, the participants examined the scope and 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). The training was concluded by a group work on the issues, selected by the participants based on the provided course material, which included the key TF performance indicators and the Single Window implementation.



While the course offered the latest materials on TTF available from UNCTAD and UNECE, it also aimed to stimulate discussions and exchange of opinions among the members of the Committee, drawing on the specific expertise of each participating organisation and strengthening the common vision of the members of the Committee's role and concrete outputs.

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## UNCTAD project on Implementation Plans for an eventual WTO Trade Facilitation Agreement: moving forward

The UNCTAD project on Implementation Plans for an eventual WTO Trade Facilitation Agreement, (cf. Transport Newsletter No. 53, First Quarter 2012, pp. 12-13), launched in December 2011, is gaining speed with the start of the project activities in four more countries since March 2012: Angola, Dominican Republic, Nepal and Paraguay. Preparations are being made for the launch of the project in Bangladesh, Burundi and the six countries of the Organisation of the Eastern Caribbean States which are members of WTO.

In Benin, Burkina Faso, Gabon and Guatemala, where the project activities started in February-March 2012, the individual interviews with TF stakeholders have been completed and the preparations of the first draft of the national implementation plan are at their final stage. In all the countries, the work is done in partnership with the National Trade Facilitation Committee, relying on the expertise of its members and seeking to provide the Committee with a practical tool (draft implementation plan) which assesses the current situation and lays out a commonly agreed implementation strategy.

The draft implementation plan, elaborated using a standardized questionnaire and based on a common template, contains a description of the current situation for the individual TF measures, currently included in the WTO negotiations, the list of actions which would be required for the implementation of the measures, which are not yet implemented in the country, the identification of the need for external resources, the leading implementation agency and a preliminary sequencing of the measures.

The first two validation conferences, where the first draft report was presented for the detailed consideration of the TF stakeholders took place in Burkina Faso (Ouagadougou, 5-6 June) and Benin (Cotonou, 11-13 June) under the auspices of the National TF Committee and with the support of UNCTAD. The participants reviewed, in plenary and in small working groups, the two main components of the report: the analysis of the current situation and the proposed actions. The exercise led to achieving a reality-based, comprehensive and future-oriented vision of the TF issues by the stakeholders, which both highlighted the progress achieved since the 2008 WTO TF needs-assessments and identified some problematic areas. It contributed to enhancing the sense of ownership of the document, which will become the property of the Government and one of the main working documents of the National TF Committee.



Validation conferences in Burkina Faso and Benin, June 2012.

The final draft implementation plans are being finalized by UNCTAD to incorporate the results of the discussions before its transmission to the chairs of the National TF Committees. The next validation conferences are being planned in Guatemala and Gabon in July 2012.

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## New world fleet data 2012 released by UNCTADstat

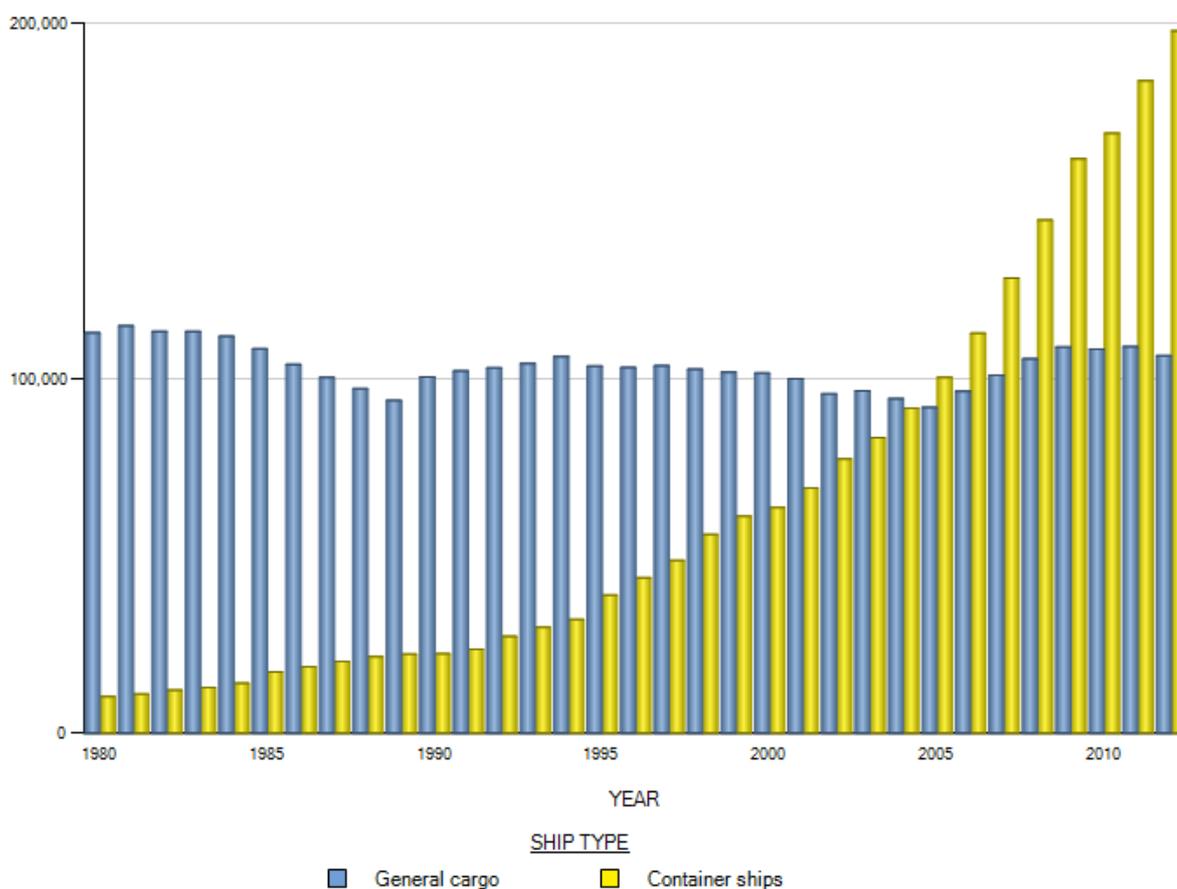
UNCTADstat has in May 2012 released the 2012 world fleet data from the forthcoming UNCTAD *Review of Maritime Transport 2012*.

After an annual growth of almost 10 per cent, as of January 2012, the world fleet reached a total tonnage of 1,534 million dwt. At the beginning of the year, there were 104,305 seagoing commercial ships in service. Dry bulk carriers saw the largest growth of tonnage, 17 per cent, reaching now a 40.6 per cent share of the world total. This is followed by oil tankers, which grew by 6.9 per cent and now account for 33.1 per cent of the world fleet. The third most important vessel type is container ships, with a share of 12.9 per cent of the world fleet; their tonnage grew by 7.7 per cent during 2011. The general cargo fleet continued its relative decline, being the only major vessel type with a smaller tonnage compared to previous year.

The time series from the Review of Maritime Transport allows for interesting comparisons, both over time, and between countries, country groups or vessel types. Below, we provide three examples of charts that can be generated through UNCTADstat.

Figure 1 is an example of a time series, comparing the tonnage (dwt) of general cargo and container ships. As can be seen, since the year 2005 the container ship fleet has overtaken the general cargo fleet.

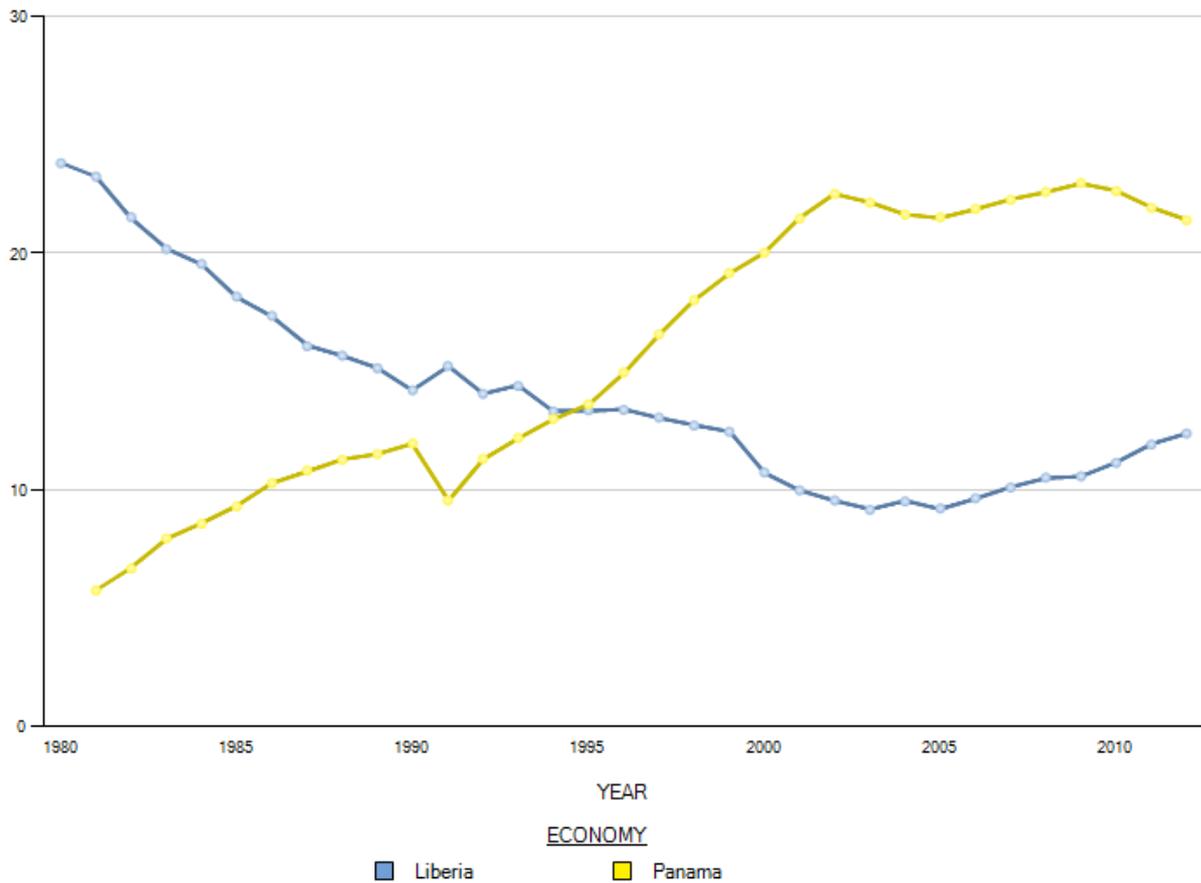
**Figure 1: Development of the world fleet, container and general cargo ships, 1000 dwt**



Source: UNCTAD secretariat, based on data supplied by IHS Fairplay, [www.ihsfairplay.com](http://www.ihsfairplay.com)

Figure 2 illustrates the market share, in per cent, of the two largest open registries, Liberia and Panama. In 1980, Liberia was still the largest registry with almost 24 per cent market share. Until 2003, its market share declined to below 10 per cent. Since then, the Liberian flag regained market share, today accounting for more than 12 per cent of the world fleet. Panama, on the other hand, grew from around 6 per cent in the early 80ties to about 23 per cent in 2009. Since then, it has lost some market share and now accounts for around 21 per cent of the world's tonnage.

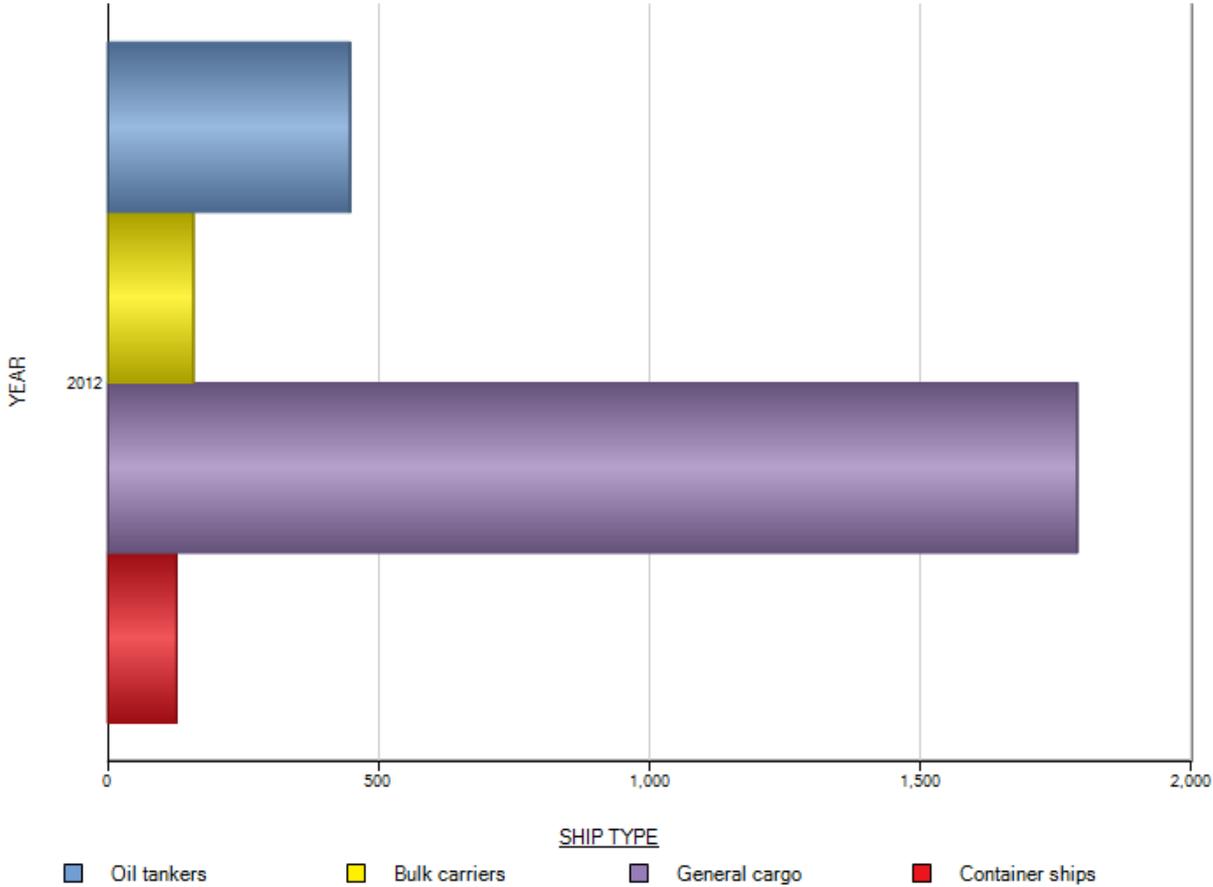
**Figure 2: Market share of two leading open registries, per cent of world total (dwt)**



Source: UNCTAD secretariat, based on data supplied by IHS Fairplay, [www.ihsfairplay.com](http://www.ihsfairplay.com)

Finally, a third example of a chart that can be generated through UNCTADstat is Figure 3, which illustrates the composition of the nationally flagged Indonesian fleet as of 1 January 2012. General cargo vessels are the largest number of ships, followed by oil tankers and dry bulk carriers.

Figure 3: Composition of the nationally flagged fleet of Indonesia, number of ships, 2012



Source: UNCTAD secretariat, based on data supplied by IHS Fairplay, [www.ihsfairplay.com](http://www.ihsfairplay.com)

These three figures are meant to illustrate the possible types of charts that can be generated through the on-line tool. For more detailed data and comprehensive analysis, please consult the annual issues of our UNCTAD *Review of Maritime Transport* via [www.unctad.org/rmt](http://www.unctad.org/rmt).

Jan Hoffmann, Trade Logistics Branch, DTL, UNCTAD, [jan.hoffmann@unctad.org](mailto:jan.hoffmann@unctad.org)

Source: UNCTAD secretariat, based on data supplied by IHS Fairplay, [www.ihsfairplay.com](http://www.ihsfairplay.com). The data is generated from UNCTAD's annual *Review of Maritime Transport*, various issues between 1980 and 2012.

To access the tool visit: <http://bit.ly/JZaGaF>.

Note: Data covers all seagoing propelled merchant ships of 100 gross tons and above.

## The use of the single window has become compulsory in Mexico as of 1 June 2012

After a transition period of nearly eight months, the use of the single window has become compulsory in Mexico. From 1 June 2012 on, all external trade stakeholders will have to fulfil all import, export, and transit-related regulatory requirements in a single entry point. By doing so, Mexico, who ranked in the TOP 15 of exporters and importers in the world merchandise trade in 2010 according to WTO data, has already started to benefit from the different advantages that a functioning single window brings to the country.

The single window is one of the trade facilitation (TF) measures included in the TF agreement that is currently being negotiated within the WTO.

### A smooth introduction of the single window

While the single window portal [www.ventanillaunica.gob.mx](http://www.ventanillaunica.gob.mx) was launched in October 2011, the first release of merchandises using the single window procedure was done on 16 January 2012 in the Lázaro Cárdenas border in Michoacán.

By 31 May, more than 130.000 operations, involving more than 100.000 containers, have already taken place and almost 80% of trade stakeholders -totaling around 49.000 entities- were already registered in the electronic system. This contributed to the smoothly introduction of the new system, despite some picks of high workload registered on 1 June from 12pm on, which resulted in some delays, as reported by SAT -Servicio de Administración Tributaria-, the Tax Office in Mexico.

The website [www.ventanillaunica.gob.mx](http://www.ventanillaunica.gob.mx) includes comprehensive information on trade requirements. It is available in Spanish and English and it has also a user-friendly version for mobile devices. Interactive videos and explanations should help the visitor to understand what the single window is and where (s)he can find the relevant information. The portal has gathered more than 600.000 visits so far.



### Easier, faster and greener: the benefits of the single window in numbers

The use of the single window undoubtedly facilitates trade for all parties involved. It guarantees integrity and the security of information for all stakeholders. According to SAT, the system has simplified up to 40 documents, 165 administrative requirements y 200 different data.

Moreover, with this project, the Government estimates that traders can save up to 90% of the time they had to invest in fulfilling all trade procedure in the past. In addition, the time for checking the merchandises at the border is reduced by more than 10%, which makes the clearance procedure much faster than before.

Last but not least, the single window has a positive impact in the environment too. More than 108.000 documents have already been digitalized. As a total of 22.000 invoices are processed electronically every day, the introduction of the single window in Mexico results in more than 400 trees being saved per year in the planet.

*Arántzazu Sánchez Belastegui, Trade Logistics Branch, DTL, UNCTAD, based on information provided by SAT ([www.sat.gob.mx](http://www.sat.gob.mx)), [arantzazu.sanchez@unctad.org](mailto:arantzazu.sanchez@unctad.org)*

## Global Trade Logistics Performance Slows Down Amid Recession and Major Events - But many countries continued to improve

The World Bank released *Connecting to Compete 2012: Trade Logistics in the Global Economy*. Logistics services are considered the backbone of international trade, and the crucial importance of logistics performance in international trade, economic growth and poverty reduction has long been recognized. *Connecting to Compete* provides cross-country comparisons of logistics performance and insight into the policies and interventions that improve and modernize logistics performance. At the heart of *Connecting to Compete* is the Logistics Performance Index (LPI). The LPI measures trade logistics performance in 155 countries, and is a valuable tool for national leaders, policymakers and private sector traders wanting to understand the challenges posed by logistical barriers to trade. The LPI is built around a detailed survey of logistics professionals.

Progress in trade logistics performance slowed down over the last two years amid the global recession, but countries that pursued aggressive reforms continued to improve their performance, according to the World Bank's latest survey on trade logistics.

Singapore is the top performer among the 155 economies included in the Logistics Performance Indicators (LPI), which are part of the *Connecting to Compete 2012: Trade Logistics in the Global Economy* report. Countries like Chile, China, India, Morocco, South Africa, Turkey, and the U.S. all improved their previous performance, according to the study, which is based on a comprehensive world survey of international freight forwarders and express carriers.

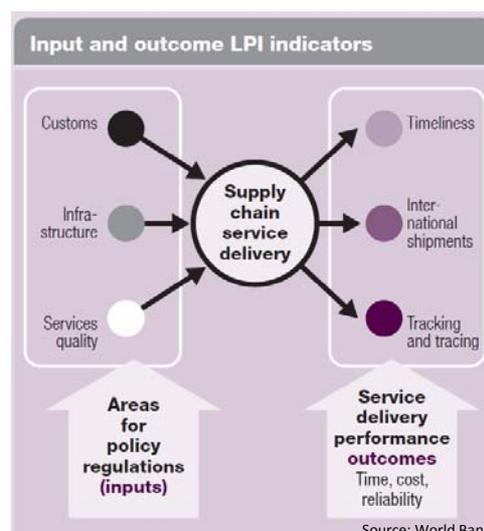
"Trade logistics is key to economic competitiveness, growth, and poverty reduction," said Otaviano Canuto, World Bank Vice President for Poverty Reduction and Economic Management (PREM). "Unfortunately, the logistics gap between rich and poor countries continues and the convergence trend experienced between 2007 and 2010 has stalled as events like the global recession, and the European debt crisis shifted attention away from logistics reform."

According to the LPI, high income economies dominate the top logistics rankings, while the economies with the worst performance are least developed countries that are also often landlocked, small islands, or post-conflict states. Nevertheless, logistics performance is not simply determined by the level of per capita income, as many countries across different income groups have done better than their peers.

In the upper-middle income country category, top performers include South Africa, China and Turkey. In the lower middle income category, India, Morocco and the Philippines have above average performance improvements. And among low-income countries, outperformers included Benin, Malawi and Madagascar.

"Infrastructure stands out as the chief driver of progress in top performers, followed by improvements in logistics services, and customs and border management," said Mona Haddad, Sector Manager of the World Bank's International Trade Department. "All top performers show strong cooperation between the public and private sectors, and a comprehensive approach in the development of services, infrastructure and efficient logistics."

The survey shows while logistics services have improved compared to past surveys, rail services dissatisfied more than 90 percent of respondents. On the border management side, customs



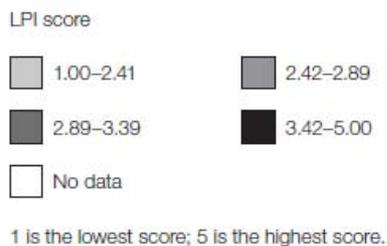
agencies got better ratings than all other agencies involved in the process, with those responsible for sanitary and phytosanitary regulations lagging behind.

**Better logistics needed to reduce food prices and carbon footprint**

At a time where food prices are at historic highs, the survey also found that logistics is important for food security. Transport and logistics directly affect the price and local availability of food through the performance and resilience of food chains, especially in African and Middle Eastern countries that depend heavily on food imports.

In developing countries, particularly in landlocked and poor ones, transport and logistics account for 20-60 percent of delivered food prices. For instance, they make up 48 percent of the cost of U.S. corn imported by Nicaragua.

The survey, which for the first time included environmental indicators, also found that green logistics is quickly gaining prominence in high-income and emerging economies –a positive development since logistics and freight-related activities may account for up to 15 percent of human carbon dioxide emissions. Large logistics providers like DHL, FedEx, UPS, and TNT, all now have global initiatives to reduce their carbon footprint, shift to more efficient vehicles, make facilities more efficient, and help clients become more green-friendly



### The way forward

The 2012 LPI shows preconditions for efficient logistics. All top performers have developed and maintained a strong public-private partnership and dialogue; good cooperation between policymakers, practitioners, administrators and academics; and a comprehensive approach in the development of transport services, infrastructure and efficient logistics.

Only by fostering cooperation between the public and private sectors, and by considering the impact of all agencies on the supply chain can a country create sustainable improvements in its logistical capabilities, the study says.

To view the full report, please click: <http://bit.ly/JcdZgd>

To view the 2012 LPI Ranking and Scores: <http://bit.ly/JuVVyM>

Article written by the World Bank. For further information, please contact, Selina Jackson, the World Bank, [sjackson2@worldbank.org](mailto:sjackson2@worldbank.org)



## East Africa at the forefront of Customs modernization

A common Authorized Economic Operator (AEO) model is to be implemented as a top priority by the five East African Community (EAC) countries (Burundi, Kenya, Rwanda, Tanzania and Uganda), with mutual recognition between the five EAC countries. When implemented the AEO model will be the first operational model in Africa and one of the first models of this kind in the world, and will give the business community considerable benefits in the future.

The proposed common AEO model is part of the World Customs Organization (WCO) – East African Community Customs modernization project, which recently held its third Project Steering Committee (SC) in Kampala, Uganda. This is a development project sponsored by the Swedish International Development and Cooperation Agency (SIDA). It is designed to implement modern customs procedures for the five East African Community (EAC) countries, based on WCO international conventions and standards.

The meeting in Kampala, chaired by Ms. Allen Kagina, Commissioner General of Uganda Revenue Authority, was very successful and the project has now moved into the operational implementation phase. The agreed action plan will be concentrated on Trade Facilitation for business which is especially important under the difficult circumstances of the Global Financial Crisis. In a comment Commissioner General Kagina, said: "The World Customs Organization (WCO) - East African Community Customs modernization project presents the best opportunity for total transformation of customs administrations in the region in addition to making East Africa an investment destination of choice".

The AEO concept is also covered in the UNCTAD project "Strengthening capacities of developing countries in Africa and Asia to support their effective participation in negotiating bilateral, regional and multilateral trade facilitation arrangements"; as one of the measure analyzed within this initiative involved "authorized operators".

For more information, please visit: <http://www.wcoeac-tfp.net/> or contact: Ms. Sheena Namitala [Ntegehnamitala@ura.go.ug](mailto:Ntegehnamitala@ura.go.ug)



## Truckers' life in West Africa

Often overlooked and underpaid, truck drivers are important stakeholders in the transport and logistics industry in West Africa. They also play a key role in the USAID-WAEMU road governance initiative – submitting thousands of surveys annually with detailed information on the road checkpoints where they are stopped, for how long and for how much – the sums they pay in informal payments to keep moving. USAID Trade Hub Transport Specialist Bright Senam Gwonu travelled with truck drivers the 1,382 km stretch of the Dakar-Bamako corridor and back in order to see firsthand how truck drivers deal with the realities they face.

I boarded the first truck – an old red 6-axle truck with a second –hand engine in Dakar at about 4pm. The truck was loaded with sugar. Everything was in order – the truck’s cargo had been inspected and sealed by customs officials some days before and the truck itself had been weighed and reviewed by various officials.

The driver, a Burkinabe, has more than 15 years’ experience as a long-haul truck driver in Senegal and Mali. He has driven the road so often, he could probably drive it blindfolded. He’s been on it in every type of weather and he can recite the history of its condition too. He remembers when parts of it were really not much of a road at all – but a minefield of craters deep enough to hide a small car.

*Fig 1 Map of the Dakar – Bamako corridor*



Truck drivers are paid little, not much regarded and frequently abused by officials at the various checkpoints and border-crossings. They work under harsh and unfavourable conditions. The driver told me all this – and I soon learned he was not exaggerating.

The rationale for my trip was not exactly to learn about truck drivers’ experiences driving this huge truck. People sometimes claim that the USAID Trade Hub’s quarterly reports, published with the West Africa Economic and Monetary Union (WAEMU), do not accurately present the problem of checkpoints, delays and bribes – because drivers are bad data collectors and may exaggerate the amounts of bribes they pay agents at checkpoints. So, my job was to see the situation on this corridor firsthand and compare data I collected to what drivers are reporting on their data collection surveys. Very briefly, I can report that drivers are not making things up or collecting bad data. More interestingly, I learned more about what drivers experience on the road.

In all, I boarded 3 trucks loaded with sugar, maize and biscuits respectively. We drove throughout the day and night. From observation, that is the nature of the business. The drivers stop anywhere

along the corridor, usually around midnight or early in the morning to nap for 4 or 5 hours. They sleep either under the truck or by the truck; if the weather is bad or there are lots of mosquitoes and other pests, they will sleep in the truck. On each day the journey continued after the first call to prayer, as these drivers were all Muslims. Usually we were three in the truck but on the truck from Dakar to Kayes there were four of us on board as the driver was also taken his girlfriend along.

Given limitations of formal education coupled with lack of job opportunities in West Africa, long distance driving becomes an attractive source of livelihood in spite of the harshness of the life it entails.

Each driver has a mate, referred to as an “apprenti” in French, who basically works at cost in order to benefit from on the job training. The apprenti’s hope is that this arrangement ultimately will lead to a job as a truck driver. The apprenti makes sure the truck is clean, supplied with water and ready to roll. He also makes sure any mechanical fault has been repaired and serves the driver – preparing the tea, handling his effects, etc. Perhaps most relevant to my trip, the apprenti handles all of the payments at checkpoints for the driver.

In Mali, upon reaching a checkpoint, the apprenti quickly runs to the officer who is sitting under the shade of a tree or in an office. The apprenti shows the transit documents to the officer and then hands over 1000 to 2000 CFA. No receipts are given for these transactions. The apprenti told me why: asking for a receipt is tantamount to calling into question the authority of the officer-in-charge. Consequently the truck could be considerably delayed and/or the truck driver and his mate heavily affronted.

*Fig 2 Onions being loaded informally on top of the properly documented load*



It was upsetting to see truck drivers and their mates subjected to verbal and physical assaults from security officials at the various checkpoints. It happened a few times. At Tambacouda, a policeman suddenly appeared requesting the truck to stop. Given that truck was in motion, the driver could not stop in front of the policeman but stopped some 100 meters away. This infuriated the policeman. All attempts by the driver to explain why he couldn't stop immediately were futile. From a distance I watched the policeman wanting to hit the driver but this was avoided when the apprenti put himself between the two.

The low pay must make such physical and verbal assaults particularly difficult to tolerate. Most truck drivers are paid between 15,000CFA and 35,000CFA per month (USD 30 – 70) which is not much even in West Africa. To make matters worse, truck owners often delay payments. This leads many drivers to resort to finding other sources of revenue in order to supplement their incomes. One driver confided that the truck owner gives him 1200 litres of gasoil/petroleum for the return trip. He said that in order to save some gasoil which he then sells on the black market he does not accelerate much. The proceeds from this sale enable him to feed his family. Other drivers run small transport businesses themselves by collecting and transporting extra cargo on their own account. For instance, at the "Parking Malien", the parking yard for all Mali trucks in Dakar, a small bus loaded with onions suddenly emerged after the freight forwarder and the officials from COCTECNA had left placing a tracking devise on the truck and giving it clearance for departure. The driver ordered his apprenti and some other young men to remove the tarpaulin and load the onions from the small bus on the truck. The onions belonged to a different owner and were not declared on the transit document. The truck owner, the freight forwarder and the owner of the sugar, which the truck was commissioned to transport, were not aware of this small side business that the driver was running.

It is not only the driver who is looking for extra income but the apprenti is also on the look-out for ways to earn some money. At every checkpoint the apprenti gets money from the driver to pay the security officers and since the payments (bribes) are not receipted the apprenti can sometimes take advantage of the situation and pocket the money himself. An apprenti told me in confidence that at times when he is hard up for cash he has lied to security officers, "My driver does not have money today." The officer would get angry and scold him for some time but eventually let him and the truck pass. Upon his return to the truck the apprenti would tell the driver that he had given the money to the officers. I didn't observe this myself but was told it happens mostly in Mali.

In Senegal, the officer walks to the middle of the road upon sighting the truck. The truck driver stops by the officer and hands over transit documents which would include a 1000 or 2000 CFA bill to the officer. The officer takes out the money and gives the papers back to the driver and let the truck continue.

At the Kidira-Diboli (Senegal-Mali) border crossing, trucks are parked at every available space. While it takes Bamako-bound (import) trucks about 4 hours, including processing time, to cross the Kidira border, an entire day is virtually spent at Diboli, the Mali side of the border. This is because Customs officials at Diboli group all import trucks into three convoys and crossing time for the convoys start from 19hr00, 21hr00 and 22hr00. As a result, trucks are parked for several kilometres at both side of the border crossing road often up to three wide, leaving only a narrow space in the middle of the road for other road users such as passengers cars and trucks which do not fall under the convoy arrangement such as trucks transporting hydrocarbons, cements and raw agricultural commodities which cross the border as and when they complete transit formalities.

Most truck drivers take advantage of the long waiting to wash their clothes, bathe, wash the truck, repair mechanical fault, sleep, chat with colleagues and visit their girlfriends, but one seldom sees truck drivers from both countries, Senegal and Mali, chatting together. There is sense of suspicion and mistrust between them.

What I found particularly worrisome was the over-indulgence of most truck drivers in smoking and drinking alcohol combined with and poor eating habits. For example I observed that the driver of one truck I travelled with always drank some alcohol first thing in the morning. This actually made him alert and he drove carefully but it clearly wasn't a good thing. He became chatty too. As for smoking almost all drivers and apprentices I observed smoked. Also, they don't eat regularly and seldom eat properly prepared meals.

Clearly, working conditions of truck drivers in West Africa leave much to be desired. Most transport and trade facilitation programs and projects in West Africa funded by donor agencies have little or no focus on truck drivers. Goods from ports would not be available in the market without the hard work and resilience of a truck driver.

After travelling with drivers and apprentices along the Dakar – Bamako corridor and back, it seems to me that drivers deserve to be appreciated more. Can their salaries be increased? What about educating them about their human rights? Police, Customs and Gendarmes should be sensitized to respect the truck driver, and treat them with dignity and respect.

On a different note, the Dakar-Bamako transit corridor is currently in very good condition except for the 300km stretch of road between Sandara and Diboli in Mali which is in a deplorable state as is the roads in the Senegalese town of Kaolack. Also, the roads in Kidira just after the Senegal border with Mali is in dire need of being tarred.

*Article written by Bright Senam GOWONU, USAID West Africa Trade Hub, Ghana, [gowon2211@yahoo.com](mailto:gowon2211@yahoo.com)*



## Next event: Asia Pacific Trade Facilitation Forum 2012

Organised by the ADB and UNESCAP, the second Asia Pacific Trade Facilitation Forum 2012 will take place at the Galadari Hotel in Colombo, Sri Lanka, on 30-31 October 2012 and followed by various trade facilitation related side events on 1-2 November 2012.

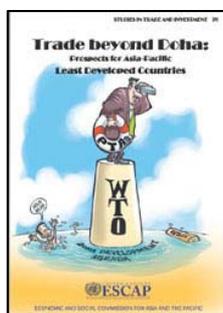
The objectives of the event are:

- To share experiences and knowledge on trade facilitation between countries of the greater Asia and Pacific region;
- To increased understanding and exchange of views between public and private stakeholders, as well with trade facilitation standards developers and technical assistance providers;
- To learn about and draw lessons from on-going implementation of national and regional trade facilitation measures; and introduce relevant international tools, instruments, and facilities aimed at increasing the efficiency of regional and global cross-border trade.

For further information, please contact: [Mr Salehin, Trade Facilitation Section, ESCAP, salehin@un.org](mailto:MrSalehin@un.org)

## Trade beyond Doha: Prospects for Asia-Pacific Least Developed Countries

The Doha Round of negotiations, also known as the Doha Development Agenda (DDA), was launched in 2001 with the aim of continuing to make markets more accessible for all WTO members, but especially for developing countries, since one of the Round's fundamental objectives is to improve these countries' trading and development prospects. However, after four ministerial conferences and several high-level group meetings, the Round is still at an impasse and its outcome remains uncertain. It is, hence, crucially



important for the LDCs to have free and easy access to international markets, since trade, being an important driver of development, can be very helpful in conquering poverty.

<http://www.unescap.org/tid/publication/tipub2614.pdf>

## Environmental Supply Chain Management

The Special Issue of Resources, Conservation and Recycling dealing with "Environmental Supply Chain Management" counts with two special guest editors: Kannan Govindan and T.C. Edwin Cheng.

Nowadays, firms are increasingly implementing environmental supply chain management (ESCM) practices. ESCM recognizes the crucial role to be played by the purchasing function and its involvement in activities that include reduction, recycling, reuse, and substitution of materials. After a rigorous review process, a total of 11 papers were selected for publication in this special issue of the journal.

<http://www.sciencedirect.com/science/journal/09213449/55/6>

## Maritime Logistics - A Complete Guide to Effective Shipping and Port Management

Globalisation and the rapid increase in world trade in the past decade have contributed to greater demand for international transport and logistics and, consequently, the expansion of the maritime industry. The dramatic changes in the mode of world trade and cargo transportation make it more important than ever to have a clear understanding of the way in which freight is transported by sea and the role of ports in this exchange.

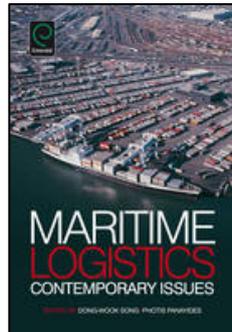
Maritime Logistics examines the latest development, knowledge and practices taking place in logistics and supply chain within the port and shipping industry. Written by a team of international experts, who provide a truly global perspective on this increasingly key area of logistics, the book covers everything that students of logistics, as well as those working

within the industry should know and understand including shipping lines, dry bulk and port-centric logistics.

<http://www.koganpage.com/editions/maritime-logistics/9780749463694>

## Maritime Logistics Contemporary Issues

Contemporary practice and scientific innovation consider the logistics aspects of shipping or maritime and seaport operations as one of the most important areas for future development of competitive advantages in business and for study and research. This book is the first of its kind, adopting the innovative approach of dealing with the overlap between shipping, ports and logistics and covering the current issues having a significant impact on the industry. It brings together leading authorities in the field to consider for the first time maritime logistics, and in doing so it defines the area, registers its boundaries and contributes to its development. Contributions cover holistically a broad range of major topics at the forefront of practice, research and scholarship in the shipping and port industry in terms of its relevance to logistics management. Topics include: CSR aspects of maritime logistics; green, sustainable and environmental issues in maritime logistics; network development of shipping and ports as major players in the industry; security aspects of maritime logistics and supply chains; IT in maritime logistics; and, supply chain oriented port and its performance.



<http://books.emeraldinsight.com/display.asp?isb=9781780523408&CUR=GBP>

## Why does cargo spend weeks in Sub-Saharan African ports?

With the exception of Durban, cargo dwell times average about 20 days in African ports, compared with 3-4 days in most other international ports. None of the past attempts to solve this problem have worked. The reason -

and this is the major contribution of this volume - is that long dwell times are in the interest of certain public and private actors in the system. Based on the analysis of six Sub-Saharan African ports, this book published by the World Bank, argues that the solution relies on breaking the private sector's collusion and equilibrium between public authorities, logistics operators, and some shippers and not on investing massively in infrastructure.



<http://issuu.com/world.bank.publications/docs/9780821394991>

## New book on Oil Transport Management

*Oil Transport Management* provides a full historical account of the evolution of the oil transport industry since the 1800's. In this comprehensive guide, the authors investigate the industry and describe the shipping market and its structure, as well as forecasting, location plan and the transportation chain. They dedicate a separate chapter to each topic to cover various concepts, including:

- an introduction to the tanker shipping market, including how the freight, new vessel building, second hand and demolition markets influence one another,
- the economic structure and organization of the tanker industry in both the past and present, and
- forecasting the need for oil-based sea transportation.

Further chapters present case studies and simulations to illustrate the importance of factory location decisions and the need for oil infrastructure investments. Chapter One also includes a regression equation to predict the fleet size in tanker shipping

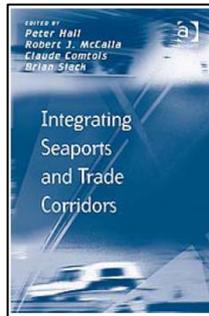
Ideal for both industry practitioners, and researchers and students of shipping studies, *Oil Transport Management* provides a concise yet comprehensive coverage of the oil transport industry's history and a guide for its future development.

<http://www.springer.com/engineering/product/on+engineering/book/978-1-4471-2920-2>

## Integrating Seaports and Trade Corridors

“Seaport gateways and the corridors which connect them to widely dispersed hinterlands are of vital and essential importance to international trade and the world economy.

Distributing goods to ultimate land destinations or bringing the goods to seaports from inland origins is organizationally complex involving multiple actors. This book furthers understanding about how this movement is organized, the role of ports acting as gateways and the actions of corridor players. A key question that confronts the shipping and port industries, as well as public authorities, is how to increase the benefits of maritime trade to the companies and institutions directly involved as well as the port city-regions where the transfers take place? This question is being posed in the midst of a global economic recession and trade downturn, and in the context of contemporary policy frameworks whose goals are to generate economic benefits and efficiencies rather than to maximize traffic volumes. This book puts into perspective the reality, opportunities and challenges facing seaport gateways and corridors now and in the future.”



[https://www.ashgate.com/default.aspx?page=637&calcTitle=1&title\\_id=9594&edition\\_id=13010](https://www.ashgate.com/default.aspx?page=637&calcTitle=1&title_id=9594&edition_id=13010)

## Classics in Port and Management

Classics in Port and Management 41 articles, dating from 1956 to 1999. The Book is divided into three distinct sections: the foundations of public port policy, the rise of port management as a field of research and governance, the intersection of policy and management. Undoubtedly, it is a valuable source of information to the industry and academia.

[https://www.e-elgar.co.uk/bookentry\\_main.lasso?currency=US&id=14385](https://www.e-elgar.co.uk/bookentry_main.lasso?currency=US&id=14385)

## Applied Transport Economics. A Management and Policy Perspective

Applied Transport Economics is a collection of scientific work from outstanding authors in the field of transport economics. The book is divided into five sections (including introduction that cover topics on the interface of transport business economics, transport policy and road pricing, welfare economics and cost-benefit analysis, as well as the valuation of transport time).

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## Secure Cross Border Transport Model

Non-physical barriers are a major challenge to growth in intra-regional trade and transport in Asia and the Pacific. The developments in information and communication technologies offer tremendous potential to deal with these barriers in cross-border and transit transport. The Secure Cross-Border Transport Model developed by ESCAP uses technologies such as global positioning systems, cellular communication systems, geographical information systems, radio frequency identification, advanced web based software(s), electronic seals and computer network to provide a conceptual basis for design of the system that can be used to facilitate cross-border transport while addressing the pressing concerns of the control authorities.

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