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NOTE

Symbols of United Nations documents are composed of capital letters combined with figures. Mention of such a symbol indicates a reference to a United Nations document.

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EDITORIAL

What have been the major events in the international transport industry in the last twelve months? This period can be characterized as volatile with the growing volumes and high freight rates initially recorded being replaced by declining volumes and falling rates. Shipping lines generally posted excellent financial results for 2000 but are apprehensive this year as many brought new capacity on line at a time when volumes were falling. However, the first six months of 2001 have seen a continuation of the strong results of 2000. Although port traffic has continued to grow, the rate of growth will likely decline this year particularly in Asia. In fact, this may be the first time since the start of containerization that container throughput in Singapore and Hong Kong, China declines. Singapore has indicated it will seek to increase capacity through investment in productivity improvements rather than in new berths.

The terrorist attacks against the United States and particularly the destruction of the World Trade Center (WTC) in New York has had global ramifications. The WTC was owned by the Port Authority of New York and New Jersey and port authority employees and thousands of other were lost in the attacks. The men and women of the port authority responded with great determination to restore the airports, ports, bridges, tunnels, bus terminals and rail transport systems to their full capacity. These transport services are the backbone of the economic life of the region and staff responded with vigor. When contemplating this terrible tragedy one should be inspired by the vision of the chief architect of the WTC, Minoru Yamasaki: *“the World Trade Center should ... become a representation of man’s belief in humanity, his need for individual dignity, his belief in the cooperation of men, and through cooperation, his ability to find greatness.”*

One of the major events in the transport sector has been the growing use of information technology, particularly via the Internet, to improve the flow, availability and accuracy of information. The major container shipping organizations offer or plan to offer schedules, tariffs, bookings, seaway bills, track and trace, and payment on line. While this presently accounts for only 15 per cent of business it is likely to grow, particularly for small volume shippers. With this improved information flow there has also be a move toward supply chain management and the development of logistics providers. In some cases these have been the traditional shipping companies such as Maersk and their Maersk Logistics Group or freight forwarders (Danzas Group, Kuehne and Nagel) and express carriers (DHL, UPS) who became more involved with their clients and provide all services along the distribution chain. Work is ongoing on a number of packages such as supply chain management (SCM), enterprise asset management (EAM) and customer relationship management (CRM). Similarly, many ports are developing websites that allow interaction with clients to enable speeding up the transport of goods. Although these innovative and technological advances are promising, it must be acknowledged that systems are only as good as the quality and timeliness of the information entered, people will make mistakes, not everyone has access to ICT and security and backup of information is essential.

The importance of security in road transport has been again underscored with the closure of the St. Gothard tunnel (Switzerland) with the collision of two freight lorries in September 2001. The accident included the loss of life of drivers and passengers of other vehicles. The transit cargoes through Switzerland, which is not a member of the European Union (EU), had increased after the accident in the Mont Blanc tunnel in early 1999. The Mont Blanc tunnel accident, severely restricted the road freight capacity across the Alps. These accidents, therefore, would probably strengthen the arguments of proponents for an increased share of seaborne traffic between EU countries. As short sea shipping has been a long-standing transport policy in the EU, the Directive on Quality Service in Ports presented in early 2001 could be regarded as fostering this needed development.

The authors of the Transport Newsletter are pleased to announce that this Transport Newsletter No. 21 will be the last hardcopy issue and that further issues will only be made available on the web. In fact, the past two issues were also posted on the web on a trial basis with positive results. Therefore, readers are encouraged to forward their e-mail address to the UNCTAD secretariat at transport.section@unctad.org to allow advance notice to be sent for future issues of the electronic version of the Transport Newsletter.

CONFERENCES AND MEETINGS

Third United Nations Conference on Least Developed Countries

The Third United Nations Conference on the Least Developed Countries (LDC III) was announced in the last newsletter and took place in the European Parliament in Brussels, Belgium from 14–20 May 2001. The LDC Conference, attended by more than 6,500 participants from Governments, specialized agencies and civil society, adopted an ambitious programme for the next decade that addresses development assistance, debt cancellation, and private investment in the 49 least developed countries (LDCs). At the concluding session a political declaration was adopted in which 193 participating Governments committed themselves to the eradication of poverty in the world's poorest countries and to the improvement of the quality of life of the more than 600 million people living in them.

At LDC III a half-day Round table was devoted to transport (the issues note (A/CONF.191/BP/1) prepared for this session is available in pdf on the website www.unctad.org/conference/ by clicking on documents). The participants to the session underlined the importance of transport services for the development process. They reiterated that transport is both a prerequisite for LDCs to be integrated into the global economy and also a condition for a balanced development within the countries. The development of a coherent rural, national and international transport network is necessary to facilitate commercial transactions between surplus and shortage areas and to support the development of trade between different regions within the country, neighbouring countries and international markets. In their declaration the Governments confirmed their belief that increased trade was essential for the growth and development of LDCs.

Transport infrastructure was considered to be an essential element of a development strategy. However, regulatory reforms, better management practices and human resource development could have a direct bearing on LDC competitiveness and on more efficient use of existing infrastructure and equipment. The availability of adequate transport services is particularly important for the trade based development process of landlocked LDCs. Regional transport cooperation can reduce inland transit costs through the establishment of regional transit transport corridors and the adoption of common rules and standards. A number of bilateral and regional agreements have been concluded to provide the legal framework for transit operations, but more technical assistance is needed to consolidate these arrangements and broaden areas of cooperation.

Deregulation, liberalization and privatization are being used to reduce costs and improve efficiency with the creation of public-private sector partnerships (PPP) in a number of LDCs. Private sector involvement appears more and more necessary for transport infrastructure development. An approach to attract finance for transport infrastructure is to develop an integrated investment programme that brings together industrial projects, such as mining, agriculture and forestry to provide cargo for the transport operator. With this security the private sector is more willing to provide funding for infrastructure and equipment. This can result in a cluster of development along a transport corridor that links landlocked states with the sea.

Regional harmonization and coordination of regulatory instruments are necessary to avoid proliferation of national regulations that operators must adhere to. Standard documentation and reduced bureaucracy are a necessity. There was also the need for Governments to refrain from levying excessive taxes or charges on transport movements that could unduly raise the cost of transport and consequently reduce competitiveness of LDC exports or increase import prices to the detriment of local consumers.

22nd IAPH World Ports Conference

The Conference was held in Montreal, Quebec, Canada from 16 to 26 May and hosted by Montreal Port Authority. Mr. Dominic Taddeo, President and CEO of the Port and IAPH President was Conference Chairman. The Conference was attended by 800 participants from some 60 different countries. During the course of the Conference there were seven working sessions with highly indicative and informative presentations on seven subject areas of prime importance for the future of world ports. The areas covered were: The world economy at the dawn of the third millennium; Port industry – realities and new challenges; Productivity and competitiveness in a global market; Ships to ports – inland waterways in the twenty-first century; Port management – the emerging realities in maritime commerce around the world; Technological innovations – indispensable tools for success in the maritime industry; and, New responsibilities for ports – a real challenge. The Montreal Port Authority has posted the texts and PowerPoint presentations of some of the 29 speakers on their website at www.port-montreal.com.

The IAPH Information Technology Award 2001 was given to officials from the ports of Administração dos Portos de Paranaguá e Antonina (Brazil), Port of Brisbane Corporation (Australia) and Port of Houston Authority (United States).

The twenty-third World Ports Conference will take place from 24 to 30 May 2003 in Durban, South Africa hosted by the National Port Authority. The theme of this Conference is: Ports – The Catalyzing Impact – Uniting World Economies Through Ports and Harbours. A website is already available: www.iaph2003.co.za. Furthermore, Shanghai has been selected as the venue for the twenty-fourth Conference to take place in 2005. Please note that the unique domain name for IAPH is now www.iaphworldports.org.

UNCTAD Expert Meeting on Electronic Commerce and International Transport Services: Best Practices for Enhancing the Competitiveness of Developing Countries

Experts met in Geneva from 26 to 28 September to examine the impact of electronic commerce on international transport services and to draw up recommendation on measures and policies that Governments and the trade and transport industry need to take in order to fully benefit from electronic commerce. Ms. Joan Remsu, Senior Counsel at the Canadian Department of Justice, Chaired the Meeting. The Meeting gathered together experts representing many of the players in international trade and transport and provided a unique opportunity for an exchange of views and experiences covering operational, economic, legal and documentary aspects.

It emerged from the discussions that most Governments, being aware of the importance of electronic commerce and international transport for development, have drawn up strategies to increase access, reduce connectivity costs and train the public. At the same time, a number of Governments are taking steps to adapt national laws to remove legal uncertainties arising from the use of electronic means of communication in international trade and transport. It was noted that electronic commerce will become twenty-first century commerce.

Electronic commerce was worth \$433 billion in 2000 and is expected to reach \$8.5 trillion by 2005. Limited telecommunication systems and high access costs are impeding the growth of electronic commerce in many developing countries. The experts encouraged Governments and international organizations to promote investment in information and communication technology (ICT) and transport infrastructure.

For express carriers, such as United Parcel Services (UPS), managing the flow of information is as important as moving the cargo. Clearly the greater use of ICT can reduce costs and speed up the flow of goods. The

benefits of using new technology for transport providers is clearly shown by the fact that UPS spends \$1.5 billion each year and Maersk Sealand some \$0.3 billion on ICT.

With the growth of the demand economy, more frequent and rapid shipments of smaller volumes of goods is required. International container shipment of goods continues to grow and at the same time the volume and complexity of information required for these shipments increase. The present system relies heavily on paper-based transactions and information. Maersk Sealand, the world's largest container carrier, cited the example of one container, which needed 25,000 pages of information to account for its contents.

Experts encouraged commercial parties to revise their existing commercial practices to limit the use of traditional negotiable transport documents and replace them by non-negotiable electronic alternatives, such as sea waybills. For example, in the liner trade, it was estimated that only 10 per cent of goods shipped needed to use negotiable bills of lading although 60 per cent were shipped with these transport documents.

It was recalled that most existing national laws and international conventions governing transport did not recognize electronic transport documents, such as electronic bills of lading. Contractual systems, such as Bolero and Global Trade Secure Payment and Trade Management Systems are examples of mechanisms based on voluntary rules that seek to provide electronic alternatives to traditional transport documents.

The experts, therefore, urged Governments to streamline and adapt their existing legal infrastructure to the requirements of electronic transactions. International rules and guidelines such as the United Nations Commission on International Trade Law Model Laws on Electronic Commerce and on Electronic Signatures should be used in this process. At the same time, Governments were encouraged to simplify administrative regulations and practices, in particular customs procedures, to facilitate electronic commerce and transport operations.

Governments, customs, port authorities, port communities and transport operators were encouraged to establish port community systems to facilitate the exchange of information amongst traders, service providers and administrations using international standards. The experts believed that the international community had a key role to disseminate information on developments in this field and requested UNCTAD to prepare guidelines for the establishment of model port community systems and logistics platforms.

Experts called upon UNCTAD to undertake a number of studies covering economic, commercial and legal aspects. UNCTAD was also requested to consider the possibility of reconvening the Meeting to provide a forum where developing countries can benefit from a continuing dialogue on best practices in electronic commerce and international transport services as a means of facilitating trade. The documentation of the meeting is available at www.unctad.org/en/special/c3em12do.htm.

UNCTAD Ad Hoc Expert Meeting on Multimodal Transport Rules

A group of Experts on multimodal transport from several regions met in Geneva from 26 to 27 November. They reviewed the impact on international trade of the existing rules and regulations adopted in multimodal transport at regional, subregional and national levels as reflected in secretariat's study: Implementation of Multimodal Transport Rules (see review in the section Recent UNCTAD Reports). They made recommendations on the future course of action to be followed with a view to achieving greater uniformity of laws in this field. Experts recommended, among other things, that the UNCTAD secretariat investigate the feasibility of preparing a new legal international instrument taking into account the views of all interested parties.

TRANSPORT LITERATURE

A Model in Privatization: Successful Change Management in the Ports of Saudi Arabia

In his book, Mohammed Bakr, former Director-General of the Saudi Arabian Ports Authority, describes the unique model developed to deliver the benefits of privatization while protecting the interests of both the public sector and the national workforce. Over the last four years, the operation of Saudi Arabia's ports has been transferred to the private sector, boosting efficiency and triggering a surge of investment in the country's port network. Already, this programme has raised productivity, brought in more than \$1 billion of private sector investment and significantly increased revenue from the ports to Government coffers. The model implemented has two interesting components, firstly a programme to increase, over a period of several years, the number of Saudis working in the privatized organizations from 15 to 70 per cent on average. The second feature involved fixing the tariff levels throughout the contract period. There are certain exceptions and the operator can offer discounts but can not subsequently decrease payments to the Authority. This book provides an insight into the implementation of port privatization in Saudi Arabia.

London Centre of Arab Studies; London W1H 7LH, Fax +44 20 7724 8481 and email Arabia@lcas.co.uk.

World Bank Port Reform Tool Kit

The World Bank has done magnificent work in putting together this comprehensive guide to assist policy makers in Governments and port authorities to successfully implement port reform. Further the material is available in public document format (pdf) on their website (www.worldbank.org/transport/ports/toolkit.htm). The material includes an overview and the following eight modules:

1. Framework for port reform;
2. The evolution of ports in a competitive world;
3. Finding the right structure for your port;
4. Port reform options;
5. Financial implications of port reform;
6. Overseeing the public interest in ports;
7. Labour reform and related social issues;
8. Implementing port reform.

The toolkit includes narrative text, mini-case studies, graphics and stylized representations of decision processes. Support is provided in understanding the needs, challenges and risks for sector reform and institutional redesign that are emerging from the changing business environment surrounding port operations. Guidance is provided on choosing among options for private sector participation and analyzing their implications for redefining interdependent operational, regulatory and legal relationships between public and private parties. Examples are given on preparing legislation, contracts and institutional charters to govern private sector participation.

The World Bank Group, Washington D.C., email transport@worldbank.org.

Port Security

In their September 24 Advisory letter the American Association of Port Authorities (AAPA) gave a number of usefully references that are available on the Internet. They are as follows:

Report of the Interagency Commission on Crime and Security at U.S. Seaports
(www.seaportcommission.gov);

Port Security: A National Planning Guide (www.marad.dot.gov/publications/pubs);

Port Security: Security Force Management (www.marad.dot.gov/publications/pubs).

Reinforcing Quality Service in Sea Ports: A Key for European Transport

In February 2001, following a number of years considering port matters, the European Commission presented the draft directive “Reinforcing Quality Service in Sea Ports: A Key for European Transport” to the European Parliament. The document addresses the regulation of access to the market of port services. It also gives initial ideas on two major issues for European Community ports - the inclusion of some of them in the Trans-European Transport Network and the public financing of seaports and port infrastructure. Port services considered by the proposed Directive are technical-nautical services, such as pilotage, towage and mooring, cargo handling services including stevedoring, stowage, transshipment and other intra-terminal transports, storage, depot and warehousing, cargo consolidation and finally, passenger services including embarkation and disembarkation.

The substantive articles focus on the criteria for granting authorizations to provide port services, limitation in the number of service providers, the selection procedure, duration of the authorizations, allowing of self-handling, and the separation of accounts to clearly reflect the role of port authorities as service providers and infrastructure suppliers.

The criteria for granting authorizations must be transparent, non-discriminatory, objective, relevant and proportional. The service provider would have professional qualifications, including those related to local conditions, and sound financial situation and enough insurance coverage to cover installations, equipment and persons and maritime safety. The authorization may include public service requirements relating to safety, regularity, continuity, quality and price. The number of service providers may be limited for reasons of constraints relating to available space or capacity and for technical-nautical services due to maritime traffic-related safety. In those ports in which the port authority is also providing port services and to avoid conflict of interest, another authority should be nominated by the Government to decide on this matter.

The licensing authority should invite interested parties to participate in the selection process and announce the minimum requirements, selection and award criteria and service requirements. Duration of the authorization would vary. Maximum of 5 years is set out for service providers making low or no investments, 10 years for those making significant investments in movable assets and 25 years for those making investments in fixed assets. Authorizations for self-handling will be made and for which the criteria must not be stricter than those applying to providers of the same or a comparable port service.

Port authorities must compile accounts following current commercial practice and generally recognized accounting principles to make sure that: the internal accounts corresponding to different activities are kept separate; that all costs and revenues are correctly assigned to accounting principles; and that separate accounts are maintained and clearly identified. The purpose of these financial measures is twofold: to determine the costs of providing services and infrastructure and to trace the impact of any public monies conveyed to these bodies.

The Directive is regarded as fostering competition in ports and in particular contributing to the development of the short sea shipping to carry European Community traffic by sea. Some criticism has already been voiced by

trade union representatives against the possibility of self-handling, which is seen as threatening long standing labour practices in ports and could led to relaxation of safety standards. Others fear that this Directive will dampen the interest of private investors in ports, foster the tool port model to the detriment of the landlord model and give rise to the development of new regulatory bodies to replace port authorities in this role.

The full text of this directive can be viewed on the website: europa.eu.int/comm/transport/themes/maritime/english/mt_14_en.html.

Containers, Ships and Ports

This book, by Antonio J. Zuidwijk (in Spanish), provides basic rules on handling containers in ports, in line with practices and regulations in force along the East Coast of South America. This publication is a followup of his 1984 and 1991 works, which addressed operational and commercial practices at the dawn of containerization in the River Plate. Accordingly, it reviews the liability in the general cargo and container trades, the use of the EIR (equipment interchange receipt), the customs treatment of containers and also provides a number of practical rules for handling containers. Furthermore, new features are raised such as: the use of combined, intermodal and multimodal transport, the impact of consolidation in liner shipping and the steady trend to use larger vessels. The approach of the author is to consider containers, ships and ports as parts of an integrated transport system that serves international trade. The book also reviews the evolution of river transport in the River Plate and advocates the need for a strategic plan for port in this area. A list of useful web addresses is provided.

Enquiries should be made to: azuidwijk@murchison.com.ar.

TECHNICAL NOTE

Evolution of containerized traffic in African ports

Introduction

Containerization and information technologies have been the driving forces of change in the port industry. In particular containerization has had a profound impact on the transport industry. The mechanization of general cargo has required investments in infrastructure, equipment and new skills for port management and workers. A major change has been the extensive increase in productivity of manpower that has led to a massive reduction in the need for port workers. To stay competitive, port authorities in all countries have had to modernize and upgrade port facilities and at the same time have had to look at how operations could be made more efficient. The investment required has often gone beyond the financial and managerial capabilities of public port authorities in both developed and developing countries and thus the private sector has been invited to enter into partnerships with public port authorities.

This note analyzes the situation and evolution of container traffic handled by 43 African ports¹ during the period 1997 to 2000. The ports are indicated in table 1 and are grouped according to the classification of the UNCTAD *Review of Maritime Transport*. These ports are located in 29 countries, some of which are island countries.

¹ These are the major ports for which data was available and exclude those with minor container traffic.

Table 1: Ports included in survey

West Africa	North Africa	Eastern Africa	Southern Africa
Apapa	Agadir	Assab	Beira
Abidjan	Alexandria	Dar es Salaam	Cape Town
Banjul	Algiers	Djibouti	Durban
Conakry	Casablanca	Massawa	East London
Cotonou	Damietta	Mombasa	Maputo
Douala	Oran	Port Louis	Nacala
Dakar	Port Said	Port Reunion	Port Elizabeth
Libreville	Rades	Port Sudan	Walvis Bay
Lobito	Skikda	Tamatave	
Lomé	Suez	Port Victoria	
Nouakchott	Tangier		
Pointe Noire			
Takoradi			
Tema			

There are 54 countries in Africa, 39 of which have sea access and 15 of which are landlocked. Moreover, 33 African countries are classified as least developed countries (annual income per capita less than \$300) - of these 21 have sea access and 12 are landlocked.

There are large disparities in the volume of container traffic moved by each country. This is due to differences in economic levels, population size, geo-strategic position, quantity and type of goods traded, number and size of ports, etc. This situation is illustrated by the following facts:

- Eight ports in Egypt and South Africa account for almost 52 per cent of the total traffic of the continent;
- The top 10 ports account for almost 67 per cent of the total container traffic.

Global Situation

There are about 90 ports in the Africa, that in 2000² handled 712 million tons of goods - equivalent to 5.9 per cent of the world traffic. For the same year and focusing only on container traffic, the 43 ports considered in this survey accounted for 3.5 per cent of the world's traffic. This compares to only 2.8 per cent in 1995. The total container traffic of African ports was only 11.5 per cent higher than the traffic handled by the port of Rotterdam during 2000 and equivalent to 40 per cent of the traffic of the busiest container port in the world - Hong Kong, China.

Table 2: World and African container traffic

	1997	1998	1999	2000
World (TEUs)	165 234 028	181 982 976	195 261 458	205 024 531
Africa (TEUs)	5 656 414	5 853 499	6 462 158	7 254 126
African portion	3.42 %	3.22 %	3.31 %	3.54 %
World increase	2.6. %	10.1. %	7.3 %	5.0 %
African increase	10.0 %	3.5 %	10.4 %	12.3 %

Source: UNCTAD secretariat.

² *Review of Maritime Transport, 2001, UNCTAD.*

Figure 1: Major African ports



Source: Containerisation International Yearbook 2000.

During the last four years, there has been significant progression in container traffic in African ports. In 2000, the throughput was over 7.2 million TEU compared to 6.4 million TEU the previous year and 5.6 million TEU in 1997. Coastal LDCs have also contributed to this growth.³ Although their container throughput is limited - about 1 million TEU in 2000 - their rate of traffic growth was 6.0 per cent and 10.3 per cent in 1999 and 2000, respectively.

All the ports in this survey, had a rate of growth for container traffic of more than 10 per cent per year with the exception of 1998 when the rate of growth was 3.5 per cent. This compares favourably with the rate of growth for world container traffic notably over the last two years of 7.3 per cent and 5.0 per cent⁴ respectively. Over the period 1997–2000, the average annual growth rate for container traffic in African ports was 9.4 per cent, one per cent more than the global rate. This evolution shows that the continent is in synchronization with the rest of the world, which has achieved a spectacular progression in the volume of containerized traffic during the last decade.

³ Based on data from 15 countries.

⁴ UNCTAD estimate for 2000.

Country analysis

Table 3 shows container traffic by country and highlights the considerable market share of Egypt and South Africa of the total African traffic. With the exception of Kenya, Côte d'Ivoire and Egypt, the market share of these countries increased during the study period.

Table 3: Container traffic for countries with more than 200,000 TEUs

Country	Containerized throughput					Share of total %	
	1996	1997	1998	1999	2000	1997	2000
South Africa	1 431 096	1 464 634	1 641 796	1 583 960	1 952 809	25.9	26.9
Egypt	1 265 567	1 432 515	1 131 795	1 520 523	1 783 956	25.3	24.6
Côte d'Ivoire	309 713	416 100	468 727	463 835	434 654	7.4	6.0
Morocco	213 014	242 169	275 710	322 968	358 270	4.3	4.9
Algeria	141 744	177 061	228 160	270 742	297 489	3.1	4.1
Kenya	217 028	230 698	248 451	232 510	236 928	4.1	3.3
Nigeria	130 307	144 536	166 336	225 777	233 587	2.6	3.2
Tunisia	119 703	141 975	173 746	214 693	230 671	2.5	3.2
Ghana	129 457	165 012	199 028	235 743	209 484	2.9	2.9

Source: UNCTAD secretariat.

It is difficult to pinpoint a single determining factor for the evolution of containerized traffic in these countries. Some of the factors were their economic growth, rapid growth of import trade, increased transformation of raw materials for export, development of multimodal transport and port reforms. A small degree of correlation was found in analyzing the evolution of the economic and the growth in container traffic. It would be interesting to analyze the evolution of traffic with respect to the growth of manufactured goods in African exports.

Port analysis

Table 4 shows the leading container ports in Africa and gives their world and African ranking for 1998, 1999 and 2000. The Port of Durban is the clear African leader in total container throughput. In the world port league for 2000 established by CIY,⁵ Durban was in forty-fourth position, followed by Alexandria in seventy-fourth position. This ranking covers a total of 300 ports. Compared to the world port league for 1999, only Alexandria declined slightly in 2000. All the other major African ports improved their world ranking in 2000. There were a number of ports that moved up by more than 20 places. This was the case for Algiers (+30 places), Port Elizabeth (+29), Casablanca (+24), Mombasa (+23), Cape Town (+21), etc. Half of the ports in the survey handled less than 60,000 TEUs per year.

Other interesting features of the African ranking for 2000 were as follows: the decline of the port of Abidjan by two places resulting from the uncertain economic situation in Côte d'Ivoire; the port of Algiers reaching the top ten for the first time, overtaking Radés; and the double digit growth rate, for the last two years, of some middle-sized ports such as Agadir, Dakar, Maputo, Nacala, Skikda, Suez, Port Sudan, etc.

There are a number of ports that are in competition to handle traffic of landlocked neighbours such as Dar-es-Salaam, Mombasa, Maputo, Djibouti, Assab, Dakar, Abidjan, etc. For example, in 1999, transit containers were estimated to be 43.3 per cent and 35.8 per cent of the total container traffic of Djibouti and Mozambican ports.

⁵ Containerisation International Yearbook 2001.

Table 4:⁶ Container traffic for top ten African ports (TEUs)

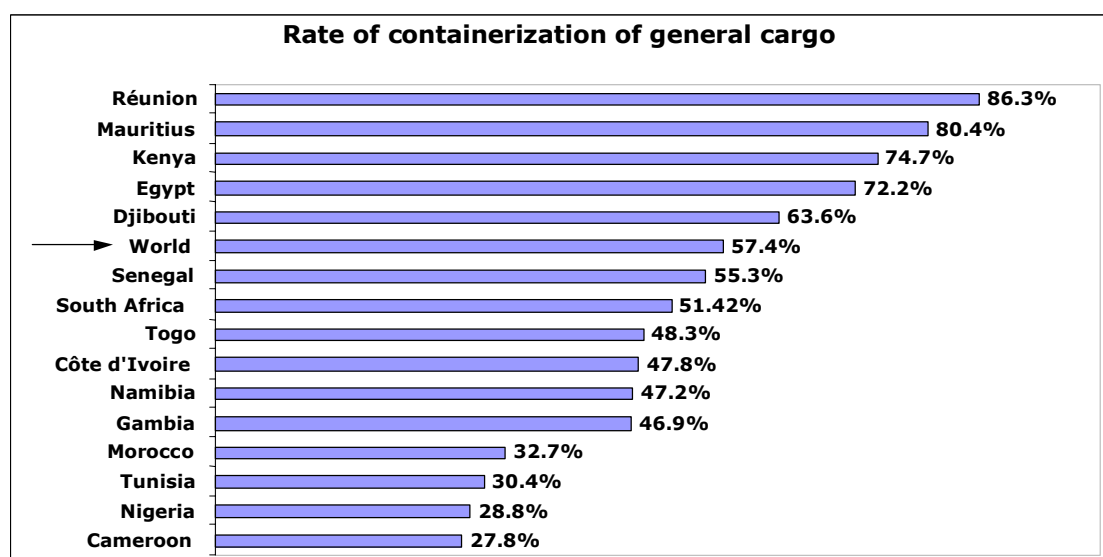
World ranking	African ranking	Port	Country	1997	1998	1999	2000
40/52/44	1/1/1	Durban	South Africa	941 733	1 079 692	969 085	1 291 100
69/71/74	2/2/2	Alexandria	Egypt	397 327	515 963	628 724	601 987
116/80/75	5/4/3	Damietta	Egypt	606 973	309 008	432 329	583 060
122/100/81	6/5/4	Port Said	Egypt	415 694	269 915	410 728	527 896
115/91/89	3/3/5	Abidjan	Côte d'Ivoire	416 100	468 727	463 835	434 654
109/116/95	4/6/6	Cape Town	South Africa	316 383	329 428	331 766	394 913
134/125/104	8/7/7	Casablanca	Morocco	210 687	245 382	280 982	311 695
146/136/107	9/8/8	Port Elizabeth	South Africa	180 000	205 134	250 846	242 718
131/139/116	7/9/9	Mombasa	Kenya	230 047	248 451	232 510	236 928
161/151/121	11/12/10	Algiers	Algeria	120 836	162 454	190 325	216 052

Source: UNCTAD secretariat.

Containerization and container trade balance

The rate of containerization for general cargo⁷ in Africa was estimated at 53.0 per cent in 1999, versus the world rate of 57.4 per cent. However, the following graph shows large variations amongst countries, ranging from 86 to 28 per cent. The differences are primarily explained by the structure of the international trade of these countries.

The distribution of containers traffic by their status (table 5) in 2000 highlights the imbalance between imports and exports of full containers with the exception of the southern region. In most regions there was considerably more containerized import cargo. The average ratio of import full to total full was estimated at 58 per cent. This imbalance results in a high number of empty containers to export and also increases maritime freight rates to the regions.



⁶ Classification has been done from the "World Ranking" of Containerisation International Yearbook 2001.

⁷ Information was available for 15 countries, and for Egypt data excluded transshipment containers.

At the regional level, the gap was more marked in the Northern (69 per cent) and Eastern (67 per cent) regions. For West Africa, on the basis of a 1998 World Bank study, there has been an improvement in the containerized trade balance. In 1994 and 1995, this ratio was estimated at 61 per cent compared to 57 per cent in 2000.

For some ports, there were imbalances of more than 50 percentage points, for example in the ports of Banjul, Conakry, Cotonou, Casablanca, Reunion and Radés.

Table 5:⁸ Status of container movements by regional groups
(in thousand TEUs)

Region	Full			Empty			Total		Ratio import full to total full
	Export	Import	Total	Import	Export	Total	Import	Export	
West	378.8	283.3	662.1	131.5	185.8	317.3	510.3	469.1	57.2%
East	323.2	155.6	478.8	36.8	212.4	249.2	360.0	368.0	67.5%
South	820.4	810.9	1 631.3	207.4	229.4	436.8	1 027.8	1 040.3	50.3%
North	564.9	256.3	821.2	61.4	358.5	419.9	626.3	614.8	68.8%
Total	2 087.3	1 506.1	3 593.4	437.1	986.1	2 524.4	2 524.4	2 492.2	58.1%

Source: UNCTAD secretariat.

The low volume of containerized exports is explained by the fact that, with few exceptions, exports are mainly basic commodities (that have not been transformed) and crude oil, and thus transported in bulk. For example in West Africa 73 per cent of its total seaborne trade was composed of crude oil and oil products versus 7 per cent for Southern Africa. There was a significant importation of empty containers in the Western and Southern regions, that could be attributable to need for special containers.

Conclusion

Containerized traffic is still limited in many African ports because of several factors such as the structure of the trade, limited investment, inadequate transport facilities and procedures and tariffs that penalize container traffic. Nevertheless, during the last five years, there has been significant growth of containers traffic on the whole of the continent, whatever the level of development, and at a higher rate than the world level. In future, this tendency may be reinforced due to the growing trade and the increasing participation of the private sector in the management and the development of the ports. This participation⁹ has already supported the emergence of a new strategy based on commercial goals with simplified tariffs, productivity improvement and better performance of all port operations.

⁸ Data are available for 30 ports.

⁹ Survey on the experiences of private participation in African ports, which is being undertaken by UNCTAD, will give more details about the impact of private sector participation on the management and investment in ports.

RECENT UNCTAD REPORTS

Review of Maritime Transport, 2001 (UNCTAD/RMT/2001)

This is the major UNCTAD publication in the field of transport. It identifies important developments in world maritime transport and provides a comprehensive database on all aspects of demand and supply of shipping services. Moreover it records for 2000 the fifteenth consecutive annual increase in world seaborne trade, reaching a record high of 5.88 billion tons. Annual growth also increased at a healthy rate of 3.6 per cent. Preliminary data available indicate that global maritime trade growth in 2001 is expected to be lower than 2.0 per cent. World surplus tonnage continued to decrease and stood at 18.4 million deadweight tonnes (dwt) - equivalent to only 2.3 per cent of the world merchant fleet. Freight rates were good. Tanker owners had an excellent year when rates went up boosted by record demolition activity in the first half of the year, increases in oil production by OPEC countries, the Erika effect that pushed old tonnage out of the market and the consolidation of tonnage in tanker pools. In the dry bulk sector, freight rates at the end of the year were also higher. Similar findings were prevalent in major containerized east-west routes. Overall freight payments as a proportion of total import value continued to decrease and reached 5.39 per cent in 1999. However, the percentage for African developing countries was more than twice the world average. World container port traffic reached 195.2 million twenty-foot equivalent unit (TEU) in 1999 after an annual growth of 7.3 per cent. A review of maritime development in East Asian countries is included in this issue.

Simplified customer-oriented information technology for railways in developing countries: the experience of Tanzania Railways Corporation (UNCTAD/SDTE/TIB/4)

The report is based on a paper presented by the Chief Commercial Manager, Tanzania Railways Corporation at the International Railway Congress Association Seminar held in Stockholm in July 1999. The report has been published to disseminate information on the experience of implementing ACIS RailTracker on a public railway and to quantify the benefits that have been achieved. A brief description of RailTracker's modules, parameters and functions is given. More detailed information is given on data collection, transmission and quality control with diagrams of the system architecture and reporting links. Data input and quality control is a key task as it ensures reliable, timely, accurate and complete information. The various reports and information available to operational, commercial and management staff are described. Of particular benefit to management are the daily exception reports produced each morning of the operations from the previous day which allows identification and resolution of network problems. The benefits achieved from 1997 to 1999 are documented, for example, transit times of wagons decreased from 15 to 3 days and wagon detention at terminals decreased from 8 to 4 days. With the system, customers can obtain information on the status of their cargo or container directly via the Internet or via a direct connection over leased communication lines. Finally, the report describes future developments and other customer information systems that interchange data with RailTracker.

Study on the use of information technology in small ports (UNCTAD/SDTE/TLB/1)

The study provides information on how small ports could use information technology to help speed up the flow of cargo and ships through ports. Since UNCTAD's last study in this field, computing power and costs have drastically changed. However, the major change has been the development of telecommunication networks that facilitate the exchange of information via the Internet. The study identifies areas where IT would be of greatest benefit to ports. It describes information-based problems in ports and a number of port community information systems being used in some major ports. The four basic software modules of ACIS PortTracker are explained. A number of databases are proposed for maintaining operational information on ships and cargo. The report recommends that ports establish a local area network of PCs that use relational

databases for the exchange of information and use the Internet for the exchange of information with external clients. A plan for IT implementation is proposed, that will eventually lead to the port authority playing a key coordinating role in the development of a community system. The study also provides the standard Edifact messages that are being used for container transport. The document is available in pdf on the UNCTAD website www.unctad.org/en/pub/pubframe.htm.

The economic impact of cruise terminals - the case of Miami (UNCTAD/SHIP/494(17))

This port management monograph prepared by the Port of Miami discusses the factors to be taken into account to succeed in the cruise business. It explains the developments that led the port of Miami to become the cruise capital of the world. Geographic location, air connections and hotel accommodation are key requirements for a cruise homeport. The crucial role of shipowners and travel agents is highlighted. Passenger terminals need to be designed to handle a large volume of passenger flow over a relative short time period and at the same time allow for the rapid loading and unloading of passenger luggage and supplies. The economic benefits for the port are very significant and developing countries with a tourist potential are encouraged to consider the development of cruise facilities in ports as a method of supplementing national development.

Electronic Commerce and International Transport Services (TD/B/COM.3/EM.12/2)

This document introduces some of the crucial issues to the wider use of electronic means of communication in international trade and transport services. It covers the impact of e-commerce on both the organization of transport and the current paper-based legal framework of international trade transactions.

Part I highlights how e-commerce is already transforming relationships between transport service providers and users, by making access to information more readily available to all. It also indicates that, while information technologies are increasingly used in all forms of transportation services, the availability of such services is an important determinant of the growth of e-commerce. It identifies ports systems as one of the potential areas for developing countries' service suppliers to take advantage of the opportunities offered by electronic commerce. It also explains how e-commerce has stimulated competitiveness among service suppliers and strengthened the position of shippers in the transport markets. It finally stresses the need for appropriate training and know-how transfer aimed not only at operators, but also at Government authorities responsible for designing the necessary framework for private sector participation.

Part II, dealing with legal and documentary aspects, reviews the role of the transport documents, particularly that of the negotiable bill of lading, in the functioning of international trade transactions. It highlights a number of legal issues and uncertainties arising from the application of the existing laws and transport conventions in an electronic environment, including the challenge of replacing the negotiable bill of lading with an electronic alternative. Attempts to facilitate the development of electronic transport documents are also reviewed including both contractual and statutory approaches. It is suggested that while legislative solutions are needed, the experience has shown that it could take many years before a complete legal framework is in place. In the meantime, contractual solutions would need to be explored further.

Implementation of Multimodal Transport Rules (UNCTAD/SDTE/TLB/2)

In spite of various attempts there is no international uniform legal framework governing multimodal transport in place. The United Nations Convention on International Multimodal Transport of Goods 1980 failed to attract sufficient ratifications to enter into force. The UNCTAD/ICC Rules for Multimodal Transport Documents are contractual in nature and have no effect in the event of conflict with mandatory law. The lack of a widely acceptable international framework on this subject has resulted in governmental and

intergovernmental bodies enacting legislation to overcome the uncertainties and problems that presently exist. The proliferation of diverse approaches has led to uncertainties and has prompted the secretariat to prepare an analysis of the rules and regulations on multimodal transport adopted at national, regional and subregional levels in the recent years. The document concludes that the desired uniformity of law has not yet been achieved and clearly requires treatment in a global forum on a priority basis. The report is available on the UNCTAD website www.unctad.org/en/pub/pubframe.htm.

Trade Facilitation and Multimodal Transport Newsletter No. 11

This annual Newsletter (UNCTAD/SDTE/TLB/Misc.1) published in December 2000 gives the latest developments in the area of trade facilitation and multimodal transport. The objective of the Newsletter is to assist developing countries and countries in transition in building up a service infrastructure in the areas of customs, transport, trade facilitation, banking, insurance and tourism with a view to improving their competitiveness in the international market place. This issue provides information on trade facilitation developments in landbridges, road and rail and in the use of information technology.

Trade and Development Report 2001 (UNCTAD/TDR/2001)

Over the past 20 years, UNCTAD's Trade and Development Report has established itself as an authoritative voice on key international economic issues. This year's Report offers an assessment of recent trends and prospects in the world economy, with particular focus on the impact that developments and policies in the industrial economies are likely to have on prospects in the developing world. With policy makers everywhere, concerned about the effect of the economic slowdown in the United States, the Report's call for greater coordination and cooperation on economic issues deserves careful consideration.

In the past decade, there has been growing concern about the ability of multilateral rules and regulations to meet the challenges posed by global financial markets. This year's Report examines, in depth, the ongoing discussions about reforming the multilateral financial system. It looks at key areas such as codes and standards, the contributions of private institutions in managing financial crises, and the workings of the exchange rate system. On each subject, it offers challenging recommendations on how to move the reform process forward. Many of these issues will be discussed at next year's high-level event on financing for development.

World Investment Report 2001: Promoting Linkages (UNCTAD/WIR/2001)

This annual publication quantifies and analyzes global investments. This year it examines the issue of linkages between foreign affiliates of multinational enterprises and local companies in developing countries. In 2000, foreign direct investment (FDI) grew by 18 per cent and reached a record \$1.3 trillion. Some 63,000 transnational corporations with networks of about 800,000 foreign affiliates drove investment. Developed countries accounted for more than three-quarters of global investment. FDI inflows to developing countries reached \$240 billion but their overall share declined to 19 per cent. FDI to and from developing Asia hit record levels in 2000, especially in the case of Hong Kong, China, which overtook mainland China as the single largest source and destination for FDI in Asia. However, flows into South-East Asia and South Asia dropped in 2000 compared with 1999. Latin America and the Caribbean registered a 22 per cent decline in FDI inflows in 2000 to \$86 billion, primarily because of fewer large cross-border mergers and acquisitions. A 13 per cent decline in FDI inflows to Africa to \$9 billion, brought the continent's share in global flows down to less than 1 per cent in 2000, largely the outcome of decreased investments in South Africa, Angola and Morocco.

FDI remains the main driver of the expansion of the international production system. International production is highly concentrated with the top 30 host countries accounting for 95 per cent of total world FDI inflows. Forging linkages between foreign affiliates and domestic firms is a main challenge for policy-makers in developing countries, in order to benefit from FDI as much as possible. The objective is not to raise linkages at any cost, but to use them to upgrade the competitive capabilities of domestic enterprises. Fostering linkages is an important means of diffusing knowledge, information and skills from a foreign investor. In a technology and skill driven world, this can contribute to increasing the efficiency and growth potential of the host economy. The WIR 2001 provides valuable information on country and company experience in this field.

More information on all these studies is available on the UNCTAD website www.unctad.org under publications.

TECHNICAL ASSISTANCE AND TRAINING

An Update on Somalia

UNCTAD activities during 2001 have been progressively phased out. Since 1995, these activities have concentrated in the northern ports of Berbera and Bosaso. During 2001, the development of an administrative framework for transit activities from Berbera to serve the Ethiopian hinterland continued. The authorities in Hargeisa (North West Somalia - Somaliland) took a keen interest in this cross border initiative. Draft legislation on Customs Control, Transit Procedures and Licensing of Freight Forwarding and Shipping Agents was prepared. Two workshops were also conducted to devise a multi-sectoral approach for the negotiating process. Port management and vocational training continued in Berbera and, in September, UNDP took over these activities, notably those focusing on vocational training aimed at the demobilized militia.

Economic development in the south of the country was slow as the Transitional National Government (TNG) set up in October 2000 in Mogadishu was unable to establish itself. Open fighting flared up at different times and in several locations. The security situation also worsened in the North East (Puntland State) where a political process for electing representatives has dragged on for several months with outbreaks of violence. Moreover, there were reports that foreign troops were involved.

In early October the United Nations Security Council, aware of this state of affairs, decided to establish an informal group of "Friends of Somalia" to gather support for a peace settlement. This was regarded as a preliminary step for a future involvement in peace keeping and reconstruction activities in the country. After the collapse of the government in the wake of a vote of non-confidence by Parliament in early November, the Government of Kenya sponsored a new round of peace talks, which managed to gather most of the opposition parties.

Trainmar and TrainForTrade

The evaluation report of the Trainmar programme and the reorganization of the Human Resources Development (HRD) Section were debated during the UNCTAD Working Party on the Medium-term Plan and Programme Budget, which took place from 17–21 September 2001. The Working Party supported the implementation of the recommendations put forth in the report. Therefore, the Trainmar programme in its current form has been discontinued. Its activities of pedagogic capacity building and substantive support have been retained and merged into the HRD Section to support the two on-going programmes being executed by this Section - TrainForTrade and Port Certificate.

The HRD Section has been organized into specific functional desks, which will work in close collaboration with substantive units of UNCTAD, notably with the Trade Logistics Branch. An HRD website is under

construction. It will allow communication between the HRD Section and the members of the network. It will provide information on the activities of the section as well as those of each centre and information on pedagogical material through a search mechanism. It will provide links to other educational and training institutions and international organizations. A “window” will be provided for each TrainForTrade member, giving them the opportunity to make available information concerning their particular activities and services, existing courses, contact information, and links to their own web sites. A new protocol, replacing the current constitution, is being drawn up with a view to set out the conditions of conduct and use of the new Internet site, and will be forwarded to members for comment.

The TrainForTrade and Port Certificate programmes will be progressively integrated into technical assistance and training packages focused on the needs of individual countries. National and regional authorities will be involved in establishing new projects with clearly defined objectives and activities as well as anticipated results year-by-year. Where feasible, a distance-learning element will be integrated into these projects. This new framework of technical cooperation will replace the former system of Trainmar cooperation and is based on synergies to be gained from integration of these two on-going training programmes and the support from UNCTAD substantive units.

World Maritime University

The World Maritime University (WMU) offers Professional Development Courses (PDC) to allow managers to update their professional knowledge. These courses provide intensive short-term teaching and training on selected topics in maritime management, development and administration. Course fees cover tuition, documentation, lunches and organized social events. Participants can arrange accommodations at preferential rates at two hotels close to the University.

Full information about WMU educational and training offers is available at www.wmu.se. For further information on PDC contact Captain Jan Horck, World Maritime University, PO Box 500, S - 20124 Malmö Sweden, fax +46 40 128 442, or email: Jan.Horck@wmu.se.

IPEC (Instituto Portuario de Estudios y Cooperación)

IPEC, which is based in Valencia (Spain) offers specialized training in business, port and transport management. The Institute has been running a Master's degree for 10 years. This degree has also been taken by participants from developing countries. IPEC also conducts research in the fields of port operations, port environmental protection and information technologies applied to port communities.

Full information about IPEC training is available at www.ipec.es. For further information contact the IPEC Foundation, Valencia, Spain, fax +34 96 393 94 09, or email ipec@valenciaport.com.

Masters Degree in Maritime Economics and Logistics

With a cargo turnover of more than 300 million tons a year, Rotterdam is one of the world's biggest ports and is at the forefront of innovation in transport and logistics. The country's new shipping policy provides an attractive business environment as a shipping centre. Erasmus, Rotterdam's own university, is at the very centre of all this, distilling the country's knowledge infrastructure in its Master of Science (MSc) Course in Maritime Economics and Logistics; a programme aimed at transforming promising young professionals into tomorrow's leaders in business and Government. The objective of the University is to prepare experts equipped with the most modern tools for efficient decision-making and the ability to evaluate their decisions in the context of the complex institutional framework of international transport.

The Erasmus MSc in Maritime Economics and Logistics offers a wide-ranging spectrum of electives, allowing students to tailor-make a curriculum according to their own interests and priorities. From international finance to economic development and globalization, and from multinational corporations to environmental management, these electives aim at preparing the global citizen of the twenty-first century. It is the only programme that combines shipping, ports and logistics in the academic environment of two of Europe's top Schools: The Rotterdam School of Economics and the Rotterdam School of Management. As well the ideal combination of theory and practice is ensured through the Course's cooperation with the Port of Rotterdam; DVB Nedship Bank; the Netherlands Economic Institute (NEI); the Shipping and Transport College Rotterdam (and its affiliated International Maritime Transport Academy – IMTA). In 2001 37 participants, from China, Greece, India, Italy, Mexico, the Netherlands, Norway, Panama, Republic of Korea, Romania, Taiwan Province of China and Venezuela were enrolled.

Full information about the degree course is available at www.maritimeeconomics.com. A brochure and application form can be downloaded from the website.

Master Degree in Marine Management

Dalhousie University in Halifax, Canada through their Marine Affairs Program offers a one-year professional, non-thesis and interdisciplinary Master of Marine Management (MMM). The programme designed for a maximum of 20 students has mandatory core classes in marine, social sciences and management as well as electives from approved marine, policy and law classes. Most students follow one of five major streams: integrated coastal management; marine environmental management; marine law and policy; fisheries policy and management; and maritime transport management. The University offers a limited number of scholarships to qualified individuals and financial assistance is also available to nationals of developing countries through the Canadian International Development Agency. Deadlines for applying are 31 January 2002 (for those requesting financial assistance) and 28 February 2002 for all others.

Information about the degree course is available at www.dal.ca/mmm and from Marine Affairs Program, Fax +1 902 494 1001 and email marine.affairs@dal.ca.

International Seminar on Port Management

The International Institute for Infrastructural, Hydraulic and Environmental Engineering (IHE) in close cooperation with the Municipal Port Management of Rotterdam and Amsterdam is organizing the 38th port seminar in Delft. The seminar will take place from 6 April to 4 May. The final week is an optional study tour to ports in northern Netherlands, Germany and Denmark. The first three weeks deal with various aspects of organization and management of modern ports with terminal visits to Amsterdam, Rotterdam and Antwerp. A limited number of scholarships covering all costs except travel are available from the Government of the Netherlands. The Institute's website is www.ihe.nl.

For further information contact IHE Delft, P.O. Box 3015, 2601 DA Delft, The Netherlands, Fax +31 15 212 29 21 and email ihe@ihe.nl.

Training Course on Port Management and Operations - PACT 2002

This annual three-week course is organized by MHR/Consultancy (Mainport Holding Rotterdam) of the Rotterdam Municipal Port Management in October. The topics covered during the course include a general introduction to the Port of Rotterdam, aspects of port reform, port strategy, traffic forecasting and masterplan development, human resources development, containerization, multimodal transport, information technology

and e-commerce, port dues, distribution parks and free zones, port approach and departure, bye-laws and regulations on dangerous substances, transport of dangerous goods, Marpol Convention, crisis management and port finance. To illustrate the various topics presented several terminal visits are included in the programme.

For more information, please contact Ms. Stephanie Hoepel at fax: +3110 252 1924 or email hoepels@port.rotterdam.nl.

Antwerp/Flanders Port Training Institute – APEC

The mission of APEC is to transfer the experiences and techniques on port related activities available from the port communities in Antwerp, Ghent, Zeebrugge and Ostend through training sessions, workshops and seminars prepared for the international port community. The 2002 programme of seminars is available on the website www.portofantwerp.be/APEC/. Some of the seminar topics include port management; IT, EDI and Internet in transport; container terminal management; environmental protection and port logistics. The site also provides information on how to apply for scholarships from the regional Government of Flanders and the Province of Antwerp.

For more information, please contact APEC, Italiëlei 2, B - 2000, Antwerp, Belgium, fax: +32 3 205 23 27 or email apec@haven.antwerpen.be.

Institut Portuaire du Havre – IPER

IPER offers a wide range of international port training. The Institute was created in 1977 by the Le Havre Chamber of Commerce and the Port of Le Havre Authority, and has welcomed over 5,500 participants including more than 2,700 overseas students from 140 countries. The annual training programme is made up of some 14 courses in French and 7 in English. The programme covers subjects in port management, operations, maritime structures and maintenance.

For more information, please contact IPER Le Havre, 30 rue de Richelieu, 76087 Le Havre Cedex, France, fax: +33 2 35 41 25 79 or email iper@esc-normandie.fr.

MISCELLANEOUS

2001 International Port Training Conference

The Sixteenth International Port Training Conference brought together people involved in human resource development in the port industry and was held in Rotterdam, Netherlands, from 27–30 May 2001. The focus topic of this Conference was "Normalizing Training Curricula for the World Port Industry: Overdue, Futuristic or Pointless?" The Conference believed that there was a need for the standardization of the basic content of job descriptions that would in turn lead to normalization or standardization of teaching programmes for port personnel. This would ensure the application of minimum training standards and promote best-practices. The Conference participants agreed there were a number of factors for improving terminal efficiency: motivation, company culture, focus on service, clarity of performance requirements, transparent feedback, acceptable employment conditions and of course training. The full conclusions can be found on the website www.itf.org.uk/ports/education/iptc/iptc_2001_conclusions.htm.

Port Management Association of Eastern and Southern Africa

The PMAESA held its Twenty-seventh Council Meeting and Conference in Arusha, United Republic of Tanzania from 3–9 November 2001, hosted by the Tanzanian Harbours Authority. The event was sponsored by terminal operators, shipping lines, the national railway and consulting and contracting firms. A representative of UNCTAD made a presentation on the role of e-commerce and ports. Other presentations were given on subjects including: regional economic outlook, terminal efficiency, logistics challenges, meteorology in shipping, waterfront development and free zones. The Association also publishes a Newsletter on their website www.pmaesa-agpaea.org with extensive information on regional developments in ports, shipping services, railways, inland transport, companies and trade and industry.

Pan-African Association for Port Cooperation (PAPC)

As reported in our last Newsletter, PAPC was launched and held its first Council meeting in Lomé, Togo at the end of June 2001. Mr. Jean Marie Aniele, current President of the PMAWCA, Managing Director of the Port Autonome de Pointe Noire (Congo) was elected President of the Association for four years. Mr. Fernand Julien Gauze, Secretary General of the PMAWCA was elected Executive Secretary. The objectives of the Association are: to contribute to the coordination and gradual integration of the activities and projects of the three existing Associations (Port Management Association of West and Central Africa - PMAWCA, Port Management Association of Northern Africa - UAPNA, Port Management Association of Eastern and Southern Africa - PMAESA); to create a forum for the exchange of ideas among the port executives on the prospects of economic integration and the increasing importance of ports; to assist in the promotion and development of African port expertise; and to represent the African port community in the international maritime arena. The Association with IAPH is organizing a Pan-African Ports Conference in Abidjan from 10–12 December 2001. This will provide a unique forum for the exchange of experiences amongst African port and terminal managers and the international community.

PAPC, P.O. Box 1113 Apapa, Lagos, Nigeria, Fax +873 762 657 453 and email secgen@pmawca-agpaoc.com or pmawca@infoweb.abs.net.

AAPA 2002 Seminar Schedule

The American Association of Port Authorities (AAPA) offers an extensive array of training programmes, which cover virtually all areas of concern to the port industry. The programmes are open to anyone with an interest in the seaports of the Western Hemisphere. Port personnel worldwide are encouraged to attend these programmes, to share their experiences and to learn from others. Programmes generally include panel discussions with industry experts, question and answer sessions, interactive participant activities, technical tours of port facilities and opportunities for informal networking. There are ten seminars programmed with the first one a Cruise Workshop, 23–24 January, in Progreso, Yucatán (Mexico). The Annual Convention of AAPA will take place in Palm Beach, Florida from 22–27 September 2002 and will be hosted by the Port of Palm Beach. For further information, visit the AAPA website www.apaa-ports.org or contact Cerena Cantrell, fax: +1 703 684 6321 or email: ccantrell@apaa-ports.org.

Institute of Maritime Economics (ISEMAR)

The Chamber of Commerce and Industry, the City of Saint-Nazaire and the Port Community Association founded ISEMAR in 1997. ISEMAR benefits from a large range of local expertise and know-how in shipping and port activities. It is run by a group of young researchers with the support of a network of professionals and academics. A large range of books, reports and studies, as well as a collection of databases and magazines

covering all topics of maritime economics can be found in their documentary centre. It is part of a professional and academic hub in maritime economics bringing together research - ISEMAR, training programs - University of Nantes (l'Institut du Shipping) and a documentation centre dedicated to maritime economics.

ISEMAR carries out feasibility studies, reviews company's strategies, undertakes market analysis, prepares technical notes on maritime activities, organizes field trips enabling companies in the shipping and port business to enrich their insight of national and international experiences and arranges conferences/seminars related to research themes which encourage interaction amongst maritime actors. Additional information can be found at www.isemar.asso.fr.

ISEMAR, BP 152, 44603 St. Nazaire Cedex, France, Fax: +33 2 40 90 50 86 and email contact@isemar.asso.fr.

International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)

The International Association of Marine Aids to Navigation and Lighthouse Authorities will hold its XVth Conference in Sydney, Australia from 11–15 March followed by a workshop in Cairns on 18–19 March.

For further information contact IALA 2002 Conference Managers in Sydney, Fax +61 2 9262 3135 and email iala@tourhosts.com.au.

ICHCA 2002

The International Cargo Handling Co-ordination Association will hold its Twenty-sixth Conference in Yokohama, Japan from 15–17 April. The theme of the conference is “Strategies for the Twenty-first century – Information Technology in Transport.” Full information is available on the website www.ichca2002yokohama.com.

For further information contact ICHCA Japan at email ichca@ccc-inc.co.jp.

ITMMA Maritime and Port Symposium

The Institute of Transport and Maritime Management Antwerp is organizing this three-day symposium in Antwerp from 18–20 April, 2002. The theme of the conference is “The Maritime and Port Industry in Transition: Solutions Beyond Economies of Scale and Scope.” More information is available on the website www.itmmaps.com.

For further information contact ITMMA Registration Office in Antwerp, Fax +32 3 2180 743 and email itmma@ua.ac.be.

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MARITIME TRANSPORT AND PORTS PUBLICATIONS

The following selected port publications are available from the United Nations Sales and Marketing Section, Palais des Nations, CH -1211 Geneva 10, SWITZERLAND (Fax: +41 22 917 00 27). The corresponding payment plus \$12 to cover handling and distribution costs must accompany all requests. Cheques must be made payable to “United Nations, Sales and Marketing Section” in US dollars drawn on a United States bank or in Swiss francs drawn on a Swiss bank.

Title	Price in US\$	
MONOGRAPHS ON PORT MANAGEMENT		
Changing from day-work plus overtime to two-shift working (UNCTAD/SHIP/494(1))	1983	20
Planning land use in port areas: getting the most out of port infrastructure (UNCTAD/SHIP/494(2))	1983	20
Steps to effective equipment maintenance (UNCTAD/SHIP/494(3))	1983	20
Operations planning in ports (UNCTAD/SHIP/494(4))	1985	20
Container terminal pavement management (UNCTAD/SHIP/494(5) and Supp.1)	1987	30
Measuring and evaluating port performance and productivity (UNCTAD/SHIP/494(6))	1987	20
Steps to effective shed management (UNCTAD/SHIP/494(7))	1987	20
Economic approach to equipment selection and replacement (UNCTAD/SHIP/494(8))	1991	20
Multi-purpose port terminals: Recommendations for planning and management (UNCTAD/SHIP/494(9))	1991	20
Computerized container terminal management (UNCTAD/SHIP/494(10))	1993	20
Electronic Data Interchange concerning ports (UNCTAD/SHIP/494(11))	1993	20
Marketing promotion tools for ports (UNCTAD/SHIP/494(12))	1995	20
Freeport development: the Mauritius experience (UNCTAD/SHIP/494(13)) (English only)	1996	20
Sustainable development strategies for cities and ports (UNCTAD/SHIP/494(14))	1996	20
Quality Management: the Port of Nantes/St. Nazaire experience (UNCTAD/SHIP/494(15))	1998	20

Title		Price in US\$
Evolution of Brazilian Port Legislation (UNCTAD/SHIP/494(16))	1999	20
The economic impact of cruise terminals – the case of Miami (UNCTAD/SHIP/494(17))	2001	20
RECENT REPORTS		
Strategic pricing for ports (UNCTAD/SDD/PORT/2) (English only)	1995	15
Comparative analysis of deregulation, commercialization and privatization of ports (UNCTAD/SDD/PORT/3)	1995	15
Financing port development (UNCTAD/SDD/PORT/4) (English only)	1996	15
Potentialities for regional port cooperation (UNCTAD/SDD/PORT/5)	1996	15
Port organization and management: Intergovernmental Group of Experts on Ports (TD/B/CN.4/GE.1/6)	1996	15
Report of the Intergovernmental Group of Experts on Ports (TD/B/CN.4/57)	1996	15
Guidelines for Port Authorities and Governments on the Privatization of Port Facilities (UNCTAD/SDTE/TIB/1) (English only)	1998	15
IT for railways: the experience of Tanzania Railways Corporation (UNCTAD/SDTE/TIB/4) (English only)	2000	15
Use of IT in small ports (UNCTAD/SDTE/TLB/1)	2000	15
Review of Maritime Transport, 2000 (UNCTAD/RMT(2000)/1) (English only)	2000	60
Electronic Commerce and International Transport Services (TD/B/COM.3/EM.12/2)	2001	15
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