

UNCTAD

Trade Logistics Branch, Division on Technology and Logistics

Transport Newsletter



No. 46

Second Quarter 2010



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UNCTAD/WEB/DTL/TLB/2010/3

Published by the
United Nations Conference on Trade and Development (UNCTAD)
Trade Logistics Branch, Division on Technology and Logistics
Palais des Nations
Geneva
<http://www.unctad.org>

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Editorial

While the negotiations on trade facilitation continue at the World Trade Organization (WTO), in this issue of the *UNCTAD Transport Newsletter* we provide information about related recent and upcoming conferences and workshops in Guatemala, Malaysia and Switzerland, and we discuss whether the progress made so far at the negotiations is possibly withering away. The next UNCTAD Multi-year Expert Meeting on Transport and Trade Facilitation will take place on 8–10 December 2010, in Geneva.

As regards ports and shipping services, we provide an update on UNCTAD's Port Training Programme and present a brief comparison of the World Bank's Logistics Performance Index (LPI) and of UNCTAD's Liner Shipping Connectivity Index (LSCI).

Finally, the *UNCTAD Transport Newsletter* continues to provide a forum for UNCTAD and its partner organizations, including ALADI, APEC, FIATA, IAME, IAPH, OAS, the OSCE, UNECE, WCO, WFP, World Bank, and WTO, sharing information on recent and upcoming events and publications on trade and transport facilitation.

Feedback, as well as comments and suggestions for our next Transport Newsletter, are welcome until September 2010. Please contact jan.hoffmann@unctad.org.

The Trade Logistics Branch Team, Geneva, July 2010

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Asia-Pacific Trade Facilitation Week

From 4 to 8 October, a series of back-to-back conferences and workshops on trade facilitation will take place in Kuala Lumpur, Malaysia. This *Asia-Pacific Trade Facilitation Week* is co-hosted by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), the Asian Development Bank (ADB), the United Nations Economic Commission for Europe (UNECE), UNCTAD, the World Customs Organization (WCO), the World Bank, the Ministry of International Trade and Industry of Malaysia, and other partners.

Asia-Pacific Trade Facilitation Forum: 5–6 October

Under the theme “Trade Facilitation for Regional Connectivity: Advancing Paperless Trade”, the 2010 Asia-Pacific Trade Facilitation Forum aims to promote trade facilitation as an important component of a comprehensive strategy for national and regional development. The Forum, organized by UNESCAP and the ADB, provides an open regional platform to exchange information, experiences and practices for trade facilitation in the Asia-Pacific region, to identify priority areas for regional cooperation and integration, and to learn about new tools and services that can increase the efficiency of cross-border transactions, which will ultimately improve the competitiveness of firms in the region. Taking into account the varying stages at which countries of the greater Asia-Pacific region stand in their trade facilitation initiatives, subregional sessions have now been included, to be organized with the support of relevant subregional organizations and partners. The event’s overall objectives are the following:

- To enable sharing of experiences and knowledge on trade facilitation between countries of the region;
- To foster increased understanding and exchanges of views between public and private stakeholders;
- To learn about and draw lessons from ongoing implementation of regional trade facilitation initiatives;
- To introduce relevant international tools, instruments and facilities aimed at increasing the efficiency of regional and global cross-border trade, including the latest tools from the United Nations Network of Experts for Paperless Trade in Asia and the Pacific.

In addition to a high-level (ministerial) session, the Forum will feature an Exhibition on Trade Facilitation and Paperless Trade, to maximize information-sharing between service providers, development/donor agencies, international organizations, government agencies, and researchers working on trade facilitation.

<http://www.unescap.org/tid/projects/tfforum.asp>. For information, contact Yann Duval, duvaly@un.org, or Sang Won Lim, lim6@un.org, Trade Facilitation Section, Trade and Investment Division, UNESCAP.

Bi-annual meeting of the Global Facilitation Partnership: 7–8 October

The Global Facilitation Partnership for Transportation and Trade (GFP) aims at pulling together all interested parties, public and private, national and international, who want to cooperate to achieve improvements in transport and trade facilitation. The World Bank, UNCTAD and the other GFP partners have together agreed to design and undertake specific programmes towards meeting this objective, making use of their respective comparative advantage in the subject matter in a coordinated fashion.

<http://www.gfptt.org>. For further information, contact Monica Alina Mustra, mmustra@worldbank.org, International Trade Department, World Bank.



UNCTAD TrainForTrade Port Training Programme

A total of 14 senior managers from Ghana Ports and Harbours Authority (GPHA), Maldives Ports Limited (MPL), Indonesia Port Corporation (PELINDO) and Tanzania Ports Authority (TPA) participated in the second Training of Technical Tutors Workshop for English-speaking Port Communities, in Dar es Salaam, United Republic of Tanzania, from 8 to 11 June 2010. The workshop was organized by the UNCTAD TrainForTrade programme, with the support of Irish Aid and the Dublin Port Company, and in cooperation with Tanzania Ports Authority. H.E. Ms. Anne Barrington, Ambassador of Ireland to the United Republic of Tanzania, presented certificates to the participants during the closing ceremony. This workshop provided support to local trainers to manage the overall process of the “Modern Port Management” course, including the organization and facilitation of the online elements. These include understanding concepts related to distance learning, and facilitating exchanges through the TrainForTrade e-learning platform; delivering distance learning sessions and managing the chat and forum tools; and evaluating online courses.



Group picture with the Ambassador of Ireland, in the United Republic of Tanzania



Training room

The pilot phase of the UNCTAD Port Training Programme is coming to the end of its second year of activity in port communities of Asia and Africa. The five pilot countries – Ghana, Indonesia, Malaysia, Maldives and the United Republic of Tanzania – are programming the delivery of the last two modules of the Modern Port Management course, namely Module 7, Administrative and Legal Management; and Module 8, Technical Management and Human Resources Development.

The participants – representing a total of 118 middle managers – are also in the process of drafting their final dissertations (assignments). The goal of the dissertation is to give an opportunity to the participants to put into practice the skills and knowledge gained from the Modern Port Management course. For this purpose, participants have selected a specific problem related to the functions of the port community (organization, management, litigations, commercial, statistical etc.) and have to analyse it in the context of the port activity, make proposals that would help address this particular problem, and provide feasible recommendations that may be implemented in the respective port community. The participants have also selected mentors to advise and support them in their chosen subjects, and to assist in facilitating progress for the duration of the study. Upon successful completion and presentation of their dissertation before a panel of port experts in September/October 2010, they will obtain the UNCTAD Port Certificate.

Finally, with the support of the Dublin Port Company and Irish Aid (Ministry of Foreign Affairs, Ireland), an International Coordination Meeting will be held in Dublin, Ireland, on 29–30 November 2010, for the English-speaking network of the UNCTAD Port Training Programme (PTP). The objective of the meeting will be to assess the pilot phase and elaborate on the future of the programme, and in particular, the inclusion of new requesting port communities in the PTP network.

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WTO negotiations on trade facilitation: Is the progress made withering away?

With the WTO summer break approaching, the Negotiating Group on Trade Facilitation (NGTF) held its last meeting on 12–17 July 2010. The meeting left delegates and observers with a rather gloomy feeling. While spirits were high at the end of December 2009, there is now a feeling among delegations and observers that not much was achieved in the first half of 2010.

The presentation of the draft consolidated text of proposals (TN/TF/W/165, 9 December 2009) was interpreted as a major achievement, and hopes were high that the negotiations would now quickly advance in solving remaining technical issues. The consolidated text captured the progress made in the past five years, and provided delegations – for the first time – with a unique negotiating text. Further adjustments to the text were to be made by delegations, during the informal meetings of the NGTF including all member States. In this way, incremental changes could be made on the text, while keeping the overall text and the implicit consensus on it intact. Delegations referred to the remaining work as a cleaning-up of the text – hinting at the multiple square brackets in the draft text which were to be replaced by agreed text. The hopes were high that delegations would quickly advance with this work.

This expectation did not materialize. On the contrary, advances during the four meetings of the NGTF in 2010 have been very slow, and delegations have not been successful in furthering agreement over the draft language of the rules. In fact, the overall number of brackets has increased, and new rules have been inserted into the draft text. Members' agreement seem thus to be limited to the general concepts and objectives behind the rules, but breaks apart when it comes to the content of the rules. Every time the group met, more questions about the details of the draft text were raised, without leading to agreement on a common understanding or language. Debates now even include concepts and principles that were thought to have been acquired long ago, such as the principle of approximate cost of the services rendered for the calculation of the service fee and charge. Against this background, the impression is growing that the progress made in the past five years is withering away.

It is, however, not only the increase in the number of square brackets, but also the fact that more and more best-endeavour language is appearing in those square brackets, which is discouraging delegations. For more than two thirds of the draft rules, members have proposed so-called best-endeavour language, such as “to the extent possible” and “may” or “should”, as alternatives to language indicating a hard, legally binding commitment. The increasing insertion of such language reflects a growing concern by many developing countries about the lack of an agreement on Special and Differential Treatment (S&DT), and the delivery of TACB in particular.

WTO members agreed to include S&DT provisions in a new agreement on trade facilitation back in 2004, in the so-called Annex D of the July 2004 framework decision. These provisions would give developing countries time and resources to acquire implementation capacity while not yet being subject to compliance with the new rules. But in this area, too, it seems that the discussions have not led to a result agreeable to developing and developed countries alike. Despite coming closer to a common understanding of the so-called categories of commitment and the country-specific schedule of commitments, developing countries remain concerned about the guarantees for the delivery of TACB. Developing countries also would like to see concrete operational solutions as to how TACB funds would be earmarked for support for the implementation of the WTO trade facilitation commitments. Donor countries, on the other hand, stress that funds for trade facilitation reforms are already available and that no further commitment is needed.

The abundance of best endeavour language gives reasons to be concerned over the future evolution of the negotiations on trade facilitation. Developing countries have rallied behind these negotiations on the promise that their implementation needs would be addressed. With the growing impression that guarantees on technical assistance remain to be provided, many developing countries prefer not to contract new obligations and opt for best-endeavour language. While this language effectively limits obligations to implement to voluntary efforts, it also means foregoing access to TACB delivery under the current terms of the S&DT provisions. Developing countries thus have to ascertain whether opting out of an agreement through non-mandatory rules has more benefits than buying into commitments that provide flexibilities enabling them to catch up with necessary trade facilitation reforms with the support of the international community.

Neither the S&DT nor the technical discussions seem to pose insurmountable problems. What is needed, however, is for the NGTF to move ahead and propose draft language which is agreeable. But with the stalemate of the Doha Round, of which the trade facilitation negotiations are an integral part, there is no time or political pressure on delegations to advance, and no delegation is currently seen as pushing actively for progress.

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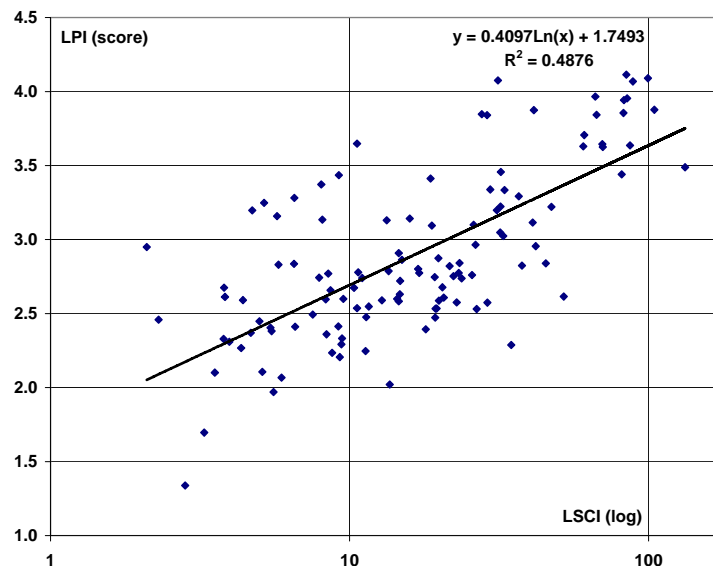
A comparison of the LPI and the LSCI

The World Bank's Logistics Performance Index (LPI) and UNCTAD's Liner Shipping Connectivity Index (LSCI) both aim in different ways to provide information about countries' trade competitiveness in the area of transport and logistics. However, the scope of the activities and countries covered, as well as the measurement approach, are rather different. In spite of these differences, both indexes are statistically positively correlated, with a partial correlation coefficient of +0.71 (see table 1 and fig. 1 below).

The **LPI** is a comprehensive data source on logistics performance, encompassing 155 countries in 2010 when it was generated for a second time. It takes a broad-based, multi-dimensional approach to trade logistics. The LPI covers the entire supply chain, and is based on a survey of over 1,000 logistics professionals worldwide. It is a valuable tool for policymakers, researchers and civil society, and can be used to compare performance across countries and to identify key challenges within countries. The international part of LPI is based on logistics professionals' assessments of the environment in selected trading partners across six core dimensions of logistics performance, of which a weighted average is then calculated. The six core dimensions on which the survey participants provide their scores are Customs, Infrastructure, International Shipments, Logistics Competence, Tracking and Tracing, and Timeliness. In the 2010 LPI, Germany received the highest overall score, followed by Singapore, Sweden, the Netherlands and Luxembourg.

Generated in 2010 for its seventh year, the **LSCI** aims at capturing how well coastal countries are connected to global liner shipping networks. Most overseas trade in manufactured goods is moved in containerized regular "liner" shipping services, and the LSCI provides an annual update on a country's connection to global networks of such services. The LSCI can thus help traders, investors, port operators and policymakers in their assessment of a country's position within such global networks, both as regards changes over time, and in comparison to neighbouring countries. It is calculated as the weighted average of five core components: the number of vessels, their combined container-carrying capacity, the largest vessel size, the number of services, and the number of companies that provide liner shipping services from/to the country's ports, as per the database of "Containerization International Online". In 2010, China continues to have the highest LSCI, followed by Hong Kong (China), Singapore, Germany and the Netherlands.

Figure 1. Correlation between LPI and LSCI¹



¹ The 2010 LPI, which is based on 2009 data, is correlated with the 2009 LSCI, which is based on July 2009 data. The chart only includes countries for which both indices are generated; excluding landlocked countries and three European countries, which trade more with ro-ro services. The detailed results of the 2010 LSCI will be reproduced in the next Transport Newsletter.

The LSCI is generated for 162 coastal countries and territories, while the LPI is generated for 155 countries and economies, including landlocked countries. The LPI covers a broad range of trade logistics issues, while the LSCI is limited to liner shipping. The LSCI is generated from five sets of existing “hard” data on shipping services, ships and companies, while the LPI is generated from a newly developed and much wider database, albeit largely based on “perceptions”; in fact, in its initial version, the LPI was meant to stand for “Logistics Perception Index”. The broad range of issues and the reliance on survey data also make it more difficult for the LPI to be reproduced consistently on an annual basis.

When interpreting the LSCI, it has to be borne in mind that a country’s liner shipping connectivity is effectively closely related to its seaborne trade in manufactured goods. Even if ports and logistics services are perceived as bad and the country thus has a low LPI score, in one way or another, shipping companies will still come and transport the country’s imports and exports, leading to a high LSCI. At the same time, economies of scale and scope are important in shipping, and thus, it can be expected that higher trade volumes will – ceteris paribus – also lead to more frequent and less costly shipping services, which in turn will also increase the country’s LPI.

A low value in the LSCI does not directly imply any judgement on a country’s ports or shipping services. It simply says that there are fewer and smaller ships deployed on fewer services by fewer companies. This lower level of deployment is usually the result of (a) a country’s geographical position; (b) its trade volumes; and (c) its ports’ attractiveness to shipping lines. The latter, in turn, indirectly implies some judgement, as less efficient ports with insufficient infrastructure will be judged less attractive by the ports’ clients – both the traders and the shipping companies. The clients’ judgement, in turn, is likely to be correlated with the judgement of those who were surveyed to generate the LPI.

Table 1. Partial correlation coefficients between the components of the LPI and the LSCI

	LSCI	LPI	LSCI components					LPI components							
			Ships	TEU	Liner companies	Liner services	Ship size maximum	Customs	Infrastructure	International Shipments	Logistics Quality and Competence	Tracking and Tracing	Timeliness		
LSCI	1.00														
LPI	0.71	1.00													
LSCI components:															
Ships	0.96	0.65	1.00												
TEU	0.95	0.61	0.99	1.00											
Liner companies	0.93	0.73	0.91	0.86	1.00										
Liner services	0.94	0.63	0.98	0.98	0.88	1.00									
Ship size maximum	0.91	0.68	0.77	0.76	0.81	0.73	1.00								
LPI components:															
Customs	0.69	0.96	0.63	0.60	0.69	0.61	0.68	1.00							
Infrastructure	0.75	0.96	0.68	0.65	0.74	0.66	0.73	0.95	1.00						
International Shipments	0.58	0.88	0.54	0.51	0.61	0.54	0.53	0.79	0.81	1.00					
Logistics Quality and Competence	0.72	0.97	0.66	0.62	0.74	0.64	0.69	0.93	0.95	0.80	1.00				
Tracking and Tracing	0.66	0.95	0.62	0.57	0.70	0.59	0.62	0.88	0.89	0.82	0.93	1.00			
Timeliness	0.58	0.90	0.53	0.49	0.61	0.50	0.57	0.83	0.82	0.73	0.85	0.84	1.00		

Table 1 shows the partial correlation coefficients between the five components of the LSCI and the six components of the LPI. The overall correlation between the two indices is +0.71. Among the different components, the LPI infrastructure component is particularly highly correlated with the LSCI components “Number of companies” and “Largest vessel size”. It comes as no surprise that a company’s decision to provide services from/to a country’s ports using its largest ships is closely related to the country’s available transport infrastructure. Thus, the components included in the LPI will also likely lead to a higher LSCI, just as the components included in the LSCI will usually lead to an improved logistics performance, which is then captured in the survey data used to generate the LPI.

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The 2009 LSCI is available in UNCTAD’s Review of Maritime Transport: http://www.unctad.org/en/docs/rmt2009_en.pdf

The 2010 LPI is available via the World Bank’s website: <http://info.worldbank.org/etools/tradesurvey/mode1b.asp>

Trade facilitation workshop in Central America

Given its growing importance for trade-driven development, trade facilitation is increasingly being included in regional and multilateral trade negotiations. This includes the Doha negotiation round at WTO, as well as regional approaches towards Customs and transit regimes, for example in Central America.

To provide a forum for Central American negotiators and officials to exchange views and experiences, UNCTAD and the Central American Secretariat for Economic Integration (SIECA) held a three-day trade facilitation workshop in Guatemala from 14 to 16 June 2010. The activity formed part of the Trust Fund project entitled “Capacity-building in developing countries and least developed countries to support their effective participation in the WTO negotiations process”, in this case with financing from the Government of Spain. Within the Trust Fund, UNCTAD aims at assisting developing-country members of WTO in better understanding the issues at stake, in defining their position in the negotiations on trade facilitation, and in formulating the modalities for an effective implementation of the negotiating text.

The Guatemala workshop was held successfully at the premises of SIECA. It was attended by 32 participants, including Geneva-based delegates, and officials from the capitals of Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua, as well as experts from SIECA and UNCTAD. Each day of the workshop focused on a specific objective.

Day 1: An update on latest trends and developments: Participants were provided with an up-to-date picture of global and regional developments concerning international trade logistics, regional integration and the WTO negotiations. Officials from capitals provided updates on the national developments and trade facilitation needs and priorities in the five participating countries.

Day 2: Working groups: On the second day, three parallel working groups analysed selected topics that are currently being negotiated at the WTO Negotiating Group on Trade Facilitation. Particular focus was placed on discussing if, and to what extent, the implementation of multilateral commitments could benefit from – or even require – coordination and cooperation at the regional level. The three working groups focused on (a) Customs issues; (b) transit; and (c) cooperative mechanisms, including in the context of a Customs Union.

Day 3: Brainstorming for the future: On the last day, the results of the three working groups were shared with the plenary. This was then taken as a basis of a brainstorming session to discuss possible future activities. While the objective of the workshop was not to reach consensus on any of these future activities, participants agreed on the common objectives to (a) further promote trade facilitation reforms in Central American countries; and (b) strengthen mechanisms to avoid contradictions between future multilateral commitments and regional agreements in the area of Customs and trade and transit facilitation.



The main objectives of the workshop – enhanced knowledge, the promotion of trade facilitation reforms, and improved coordination – were fully met. Participants benefited from the exchange of views and experiences among capitals and Geneva-based delegates, among Customs and trade ministries, among the five participating countries, and among national delegates and SIECA.

Based on the evaluation forms received by participants, the participants considered that the acquired knowledge “will be potentially spread to their organizations”. Subsequent feedback from participants also showed that the experience and knowledge gained during the workshop has already helped to strengthen the work of the national trade facilitation task forces in their analysis of the draft WTO trade facilitation agreement.

For further information, contact Maxence Orthlieb; Cecilia Viscarra, cecilia.viscarra@unctad.org; or Jan Hoffmann, jan.hoffmann@unctad.org; Trade Logistics Branch, DTL, UNCTAD.

Trade facilitation workshop for West African delegates

UNCTAD and the West African Economic and Monetary Union (WAEMU) signed a cooperation agreement in March 2010 in the field of the WTO negotiations on trade facilitation. The objectives of this cooperation are to strengthen the capacities of national experts and experts of the WAEMU Commission to better understand the issues at stake in WTO and in other multilateral negotiations, and to contribute to the development of trade facilitation strategies and trade facilitation technical assistance project developments. The collaboration further aims at establishing effective coordination mechanisms in the WAEMU member States and between the Commission and the member States. Activities to be conducted as part of this cooperation include capacity-building for national trade facilitation working groups, awareness-raising workshops, and assessments for the development of national and regional trade facilitation strategies.

A joint workshop was held, as the first event, on 28 and 29 May 2010 in Jongny, Switzerland. The meeting was scheduled prior to the June meeting of the Negotiating Group on Trade Facilitation (NGTF) in WTO, and aimed at providing a discussion forum on the current negotiating document of the negotiations, the document TN/TF/W/165/Rev.2. There were 24 participants, who included representatives from Customs administrations, ministries in charge of WTO negotiations and international trade, and Geneva-based delegations. The different sessions of the workshop covered the current state of the negotiations on trade facilitation, including the Special and Differential Treatment (S&DT) proposals, an in-depth analysis and working groups on selected proposals within the current negotiating text, mechanisms of national policy coordination, and technical assistance needs of WAEMU member States during the negotiations. A Swiss Customs expert made a presentation on the use of Customs risk management in Switzerland. Participants were also given an update on WAEMU trade and transport facilitation-related actions and policies, and on the latest developments concerning S&DT at WTO.



The workshop allowed for an intensive debate of the current negotiating text. Positions and common viewpoints were elaborated in constructive and fruitful discussions. These discussions showed that much more in-depth analysis of the current negotiating text is needed, in particular with regard to the precision and details of the proposed text. The discussions also reconfirmed that the WAEMU member States share similar interests and needs when it comes to trade facilitation. It would therefore be interesting for this group of countries to collaborate more during the negotiations in order to have a greater impact. As the WAEMU member States have limited resources to follow the negotiations on trade facilitation, a further improvement of networking both among the Geneva-based delegates, and between the Geneva-based delegates and the capital's representatives, is necessary in order to enable more effective participation in the negotiations.

With the exception of Guinea-Bissau, all WAEMU member States have a national working group or committee on trade facilitation in place. Most often, these working groups report to the national body in charge of follow-up of the WTO negotiations in general. Their main purpose is to organize regular meetings with different stakeholders from the private and public sectors, and to collect background information and expert advice on specific questions related to the negotiations. Access to the negotiating documents in capitals is sometimes a problem, as there is often no formally established channel of communication, and the stakeholders do not share the same interests or background knowledge. In order to strengthen these working groups, it was recommended that they appoint a focal point for communication to collect and disseminate the relevant documents. UNCTAD has also set up an online forum to facilitate discussions on the negotiating text and the exchange of documents and information between the member States and with outside experts.

Since 2007, all WAEMU member States have successfully undertaken the national WTO trade facilitation self-assessments, except for Guinea-Bissau. Many participants have pointed to the need to update and expand the national trade facilitation self-assessments and to undertake an assessment of the regional regulatory and policy framework. The regional assessment is scheduled to take place in the last quarter of the year, when all the countries have revised and updated their national needs assessments.

The workshop contributed positively to the goal of improved networking and dialogue among the capital-based experts and the Geneva-based delegates, and also among the Geneva-based delegates themselves. The participants unanimously requested that the cooperation between UNCTAD, WAEMU and their member States be enhanced, in order to strengthen this cooperation. This request reflects the participants' intentions to participate in a more coordinated manner in the WTO negotiations. Finally, it became apparent that many developing countries still require technical assistance in order to successfully negotiate trade facilitation issues.

For further information, contact Gunter Rieck; Jan Hoffmann, jan.hoffmann@unctad.org; or Birgit Viohl, birgit.viohl@unctad.org; Trade Logistics Branch, DTL, UNCTAD.

Publication and availability of trade-related information²

Transparency is a key component of trade facilitation. In the context of the ongoing WTO negotiations on trade facilitation, members are working on clarifying and improving provisions on the publication and availability of information requirements of the GATT 1994, Article X. This provision requires that WTO members publish promptly their laws, regulations, judicial decisions and administrative rulings of general application, with some general reservations. More specifically, the provision necessitates the identification of what information elements should be made publicly available, at what cost, the proper means, the formulation and publication of administrative implementation guidelines, the establishment of enquiry points, notification of the place where information has been published, and contacts.³

National experiences

Even as the trade facilitation agreement is still under negotiation, many countries have already embarked on reforms strengthening transparency. The following are examples of administrations that have increased the user-friendliness of government publications, compendiums, and regularly updated online editions:⁴

- Canada has complemented its basic publication of laws and regulations by a searchable database, the *Automated Import Reference System – AIRS*.⁵
- The United States *Customs Bulletin* compiles – on a weekly basis – decisions, rulings, regulations, notices and abstracts concerning customs and other related matters.⁶
- The Chilean *Compendio de Normas Aduaneras* covers customs issues,⁷ complemented by the *Diario Oficial de la República de Chile*.⁸
- The Japan Customs Export/Import Guidelines (*Collection of Customs-Related Laws and Regulations*) provide the essentials in the English language.⁹
- Argentina publishes *El Boletín Oficial de la República Argentina*.¹⁰
- In Burkina Faso, *Le Journal Officiel de la République du Burkina Faso* is available online.¹¹

² This article complements and draws on a summary of UNCTAD's recently updated *Technical Note on Publication of Trade-Related Information*. The UNCTAD technical notes have been produced by technical experts contracted by UNCTAD within the Trust Fund project "Capacity-building in developing countries and least developed countries to support their effective participation in the WTO negotiations process on trade facilitation", financed by the Governments of Spain and Sweden. Their purpose is to assist Geneva- and capital-based negotiators to better understand the scope and implications of the various trade facilitation measures being proposed in the context of negotiations at WTO. The technical notes have not been edited, and the opinions expressed may not necessarily coincide with those of the organization or the donors of the Trust Fund. See:

<http://r0.unctad.org/ttl/technical-notes.htm>

³ The latest status of the negotiations conducted by the Negotiating Group on Trade Facilitation (NGTF) is contained in the Draft Consolidated Negotiating Text (TN/TF/W/165) and its revisions.

⁴ The below-mentioned examples are partly based on the OECD working paper "Transparency and simplification approaches to border procedures: Reflections on the implementation of GATT Article X – related proposals in selected countries. TD/TC/WP(2002)36/FINAL. November 2002, and updated and expanded by UNCTAD.

⁵ <http://www.inspection.gc.ca/english/imp/airse.shtml#>

⁶ http://www.cbp.gov/xp/cgov/trade/legal/bulletins_decisions

⁷ http://www.aduana.cl/prontus_aduana/site/artic/20070423/pags/20070423125943.html

⁸ <http://www.anfitrion.cl>

⁹ <http://www.customs.go.jp/english/exp-imp/index.htm>

¹⁰ See <http://www.boletinoficial.gov.ar/>

- Germany publishes the *Bundesgesetzblatt*.¹²

In the area of Customs and border procedures, online information is increasingly developed, both in countries at an advanced stage of e-government information provision, and in countries at an early stage of provision of online information. Examples include the following:

- United States Customs and Border Protection.¹³
- Royal Thai Customs.¹⁴
- Costa Rica's Ministry of Finance (whose search engine allows access to customs regulations and circulars and resolutions, rulings etc.).¹⁵
- ASEAN's customs website hosts information on the customs procedures of its members, including for those that do not have a national website.¹⁶
- The FTAA (ALCA/ZLEA) assembles information on customs procedures, laws, regulations, guidelines and administrative rulings of 34 countries of the Americas.¹⁷

To overcome the challenge of updating the paper-based compendiums, countries publish modifications and additions to regulations and established practices. Other countries use enquiry points, helpdesks or hotlines to update information, and facilitate business access to information on the applicable requirements.

- The "Canada Business" service provides business-related information and referrals on federal programmes, services and regulations, without charge.¹⁸
- In the United Kingdom, the HM Revenue and Customs national advice service answers queries on working days from 8 a.m. to 8 p.m.¹⁹
- Australian and Japanese Customs operate 24 hours a day with automatic response.²⁰
- Thai Customs provides a 24-hour automatic customs call centre, and an e-mail address for individual customs enquiries and complaints, through its website.

The importance of transparency

Transparency is an essential principle of any regulatory process and a central element in facilitating trade. A transparent regulatory environment provides several benefits to traders and governments. Economic operators, especially small and medium-sized enterprises, will be able to fully understand the conditions and constraints for entering and operating in a market. As a result, they will gain a clearer picture of the costs and returns of their involvement in international trade, which will provide them with flexibility to react and to adjust their activities to potential changes. This predictability and clarity on the costs and formalities involved in transactions will allow traders and operators to reduce transaction expenses. Moreover, transparency improves the efficiency of a country's domestic regulations by helping estimate the cost and benefits of policy decisions, helping eliminate economic distortions that might undermine domestic policy objectives, and improving public confidence in governmental and regulatory performance. Certainly, transparency reduces the opportunities for corruption, in particular the collection of unpublished and illegal fees and the maintenance of unlawful practices.

Many countries are already publishing laws and regulations, rulings, notifications, and export/import guidelines in different ways and through different means. Negotiations on the future WTO agreement that would further clarify and improve global rules concerning the publication of trade-related information are still ongoing, and the resulting commitments will potentially further enhance the predictability of the availability of trade-related information.

For further information contact Cecilia Viscarra, cecilia.viscarra@unctad.org; Birgit Viohl, birgit.viohl@unctad.org; or Jan Hoffmann, jan.hoffmann@unctad.org; Trade Logistics Branch, DTL, UNCTAD.

¹¹ See <http://www.legiburkina.bf>

¹² See <http://www.bundesgesetzblatt.de> and law portal <http://www.gesetzesportal.de>

¹³ See <http://www.cbp.gov/xp/cgov/trade/>

¹⁴ See <http://www.customs.go.th>

¹⁵ See <http://www.hacienda.go.cr>

¹⁶ See <http://www.aseansec.org/economic/customs/custmain.htm>

¹⁷ See Business Facilitation under <http://www.ftaa-alca.org/>

¹⁸ See <http://www.canadabusiness.ca/eng/>

¹⁹ See <http://search2.hmrc.gov.uk/kbroker/hmrc/contactus/search.ladv?cs=UTF-8&ha=34&tx0=67&fl0=contactid:&raction=view>

²⁰ See <http://www.customs.gov.au/site/page4226.asp> and http://www.customs.go.jp/question_e.htm

Trade and Transport Facilitation Assessment

The World Bank has just published the *Trade and Transport Facilitation Assessment (TTFA): A Practical Toolkit for Country Implementation* (World Bank, June 2010). The toolkit, prepared by a group of experts from the trade and transport facilitation team at the World Bank, reflects the extensive experience in implementing over 50 TTFA for the Bank alone, since the publication of the first toolkit in 2001 prepared by Mr. John Raven. The TTFA is a systematic framework to identify bottlenecks and organize measures to improve the performance of international trade supply chains. It is therefore a key contribution to the current international effort to facilitate trade.

The TTFA takes the perspective of logistics service delivery to the traders and looks at the series of transactions and operations performed along the supply chain: contracts, public procedures, transportation, brokerage handling or warehousing services, payments and finance. The new TTFA keeps the main original insight from Raven that primary information can be extracted from a series of interviews and visits, by key participants, to these transactions and operations, for example to freight forwarders and other logistics providers, and to public agencies such as border agencies (Customs) or transport regulators. However, the scope and objectives of the new TTFA assessment concept reflects a broader focus on supply chain performance than the initial TTFA audit concept, which looks primarily at trade-related procedures. The TTFA strives also to analyse factors in the performance of logistics services, including technical and economic regulations, market structure and business practices. Gaps and deficiencies in trade-related infrastructure are scrutinized too.

Another lesson learned from experience is that the TTFA is not so much implemented to identify short-term facilitation measures, as to build actual capacity in agencies and the stakeholders' community to address logistics and facilitation bottlenecks. To better respond to that demand, the TTFA is organized in two phases. Phase 1 is a short-term assignment undertaken either by one versatile and seasoned individual expert, or by a small group of such experts. This first diagnosis is typically implemented within 2–3 months under the responsibility of a development agency, in order to provide a developing country with an initial diagnosis. It may respond to a specific interest of a country motivated by a specific problem, for instance its ranking in one of the benchmarking indicators such as the Logistics Performance Index, or in complement or preparation to an infrastructure or export-support project. However, in many cases, the first analysis may propose going into a phase 2 assessment which provides a detailed logistics action plan.

Although the scope and methodology are similar in both phases, phase 2 is primarily a capacity-building initiative, where the main counterpart agencies and the stakeholders directly participate in the analysis and the design of the action plans. The full phase 2 TTFA may take six months to a year or more, and will involve several local and international consultants. In addition to an expanded series of interviews and visits, a targeted thematic analysis may look at supply chains in specific industries and commodities, may survey shippers and service providers regarding skills and training, or may look at the prefeasibility of specific improvements. The toolkit and the attached CD containing the Interview Guide provide detailed recommendations on how to organize the work, collect data, interact with the main agencies and industry groups, and conduct the interviews.

The World Bank has recently implemented the full phase 2 assessments in countries as diverse as Argentina, Brazil, Colombia, Indonesia, Morocco and Tunisia. Each country faces different constraints in terms of infrastructure, development of services, or modernization of border agencies. However, experience shows the value of developing a cross-sectoral and public–private plan of actions that not only will address the technical issues but also will propose an organization to implement and monitor the component across themes and areas. A TTFA will propose an institutional framework (e.g. logistics council, logistics charter) to adopt and implement the project components, supported by analytical and data capabilities to monitor performance and measure the impact of the measures implemented (e.g. logistics observatories). In the countries where it has already been implemented, the TTFA has resulted in improved public–private dialogue and better cooperation between public agencies, and it has addressed issues such as port performance, the regulation of trucking and other professions, special customs regimes, supply chain security, and professional education.

Beyond the implementation of the actual assessment, the new toolkit – like its predecessor – is of interest to a wide community of practice, as it provides a comprehensive analytical framework for policymaking, and also simply as a way to get acquainted with the wide range of issues in trade facilitation and logistics. The Bank is partnering with several other organizations to make the toolkit available in several languages (including Spanish with the IADB) and to train policymakers and local consultants.

For further information, see <http://www.worldbank.org/trade> and <http://www.worldbank.org/lpi>.
Jean-François Arvis, jarvis1@worldbank.org; and Monica Alina Mustra, mmustra@worldbank.org;
International Trade Department, The World Bank.

The Inter-American Committee on Ports

The Inter-American Committee on Ports (CIP) is a permanent inter-American forum of the member States of the Organization of American States (OAS) for the strengthening of hemispheric cooperation and port sector development, with the active participation and collaboration of the private sector. Recently, the CIP had its sixth meeting, which was held in Panama City, Panama, where 19 delegations from countries of the Americas and the Caribbean had an in-depth discussion of topics that will contribute to improvement of the ports in the hemisphere. At the same time, the Executive Board of the CIP (CECIP), which is the organ responsible for executing the Committee's policies, held its eleventh meeting, in the same city. Among the major outcomes of both meetings was the approval of the resolutions that will guide the work of the CIP during 2010 and 2011.

The CECIP, the body responsible for leading the activities until the next meeting of the CIP to be held in Jamaica in 2012, elected Mr. Ricardo Luján, Assistant Secretary for Ports and Waterways (Argentina) as its Chair, and the vice-chairmanships, rotating every six months, went to the representatives of Panama, Mexico, Peru and Barbados, in that order. The Executive Board shall be composed of the following 15 member States: Argentina, Barbados, Brazil, Chile, the Dominican Republic, Ecuador, Guatemala, Jamaica, Mexico, Panama, Paraguay, Peru, the United States, Uruguay and the Bolivarian Republic of Venezuela.

The following subcommittees were created, with their respective functions, objectives and work groups for the 2010–2011 period: (a) the Subcommittee on Policy and Coordination; (b) the Subcommittee on Cargo Services; (c) the Subcommittee on Vessel Services; (d) the Subcommittee on Port Safety and Security; (e) the Subcommittee on Environmental Port Protection; (f) the Subcommittee on Port Legislation and Investments; and (g) the Subcommittee on Women in Ports.

The Technical Advisory Groups (TAG) for the 2010–2011 period and their respective functions and objectives were established: (a) the TAG on Logistics and Competitiveness; (b) the TAG on Port Security; (c) the TAG on Navigation Safety; and (d) the TAG on Environmental Port Protection. The objective of the TAGs, established as organs of the Committee, is to provide technical advice on specific aspects of hemispheric port sector development. All member States of the Committee have the right to be part of all the established TAGs, by appointing a specialist on port sector issues. In addition, other entities, companies or institutions related to port sector activities that have legal standing may participate as associate members in all the activities of the TAG to which they are associated.

<http://www.oas.org/cip/english/index.html>.

The secretariat of the CIP invites all companies or institutions interested in participating as an associate member in any of the four TAGs of the CIP, by contacting the CIP at cip@oas.org.

Joint Congress of FIATA and ALACAT

Buenos Aires, 3–5 May 2010

ALACAT – the *Federación de Agentes de Carga de América Latina y el Caribe* – has chosen to hold its 2010 annual congress – under the slogan *Safe Trade/Comercio Seguro* – in Buenos Aires, not least because of Argentina's Bicentenary of Independence. In South and Central America, the freight forwarders' associations of the following countries are members of ALACAT as well as FIATA: Argentina, Chile, Colombia, Costa Rica, the Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Paraguay and Uruguay.

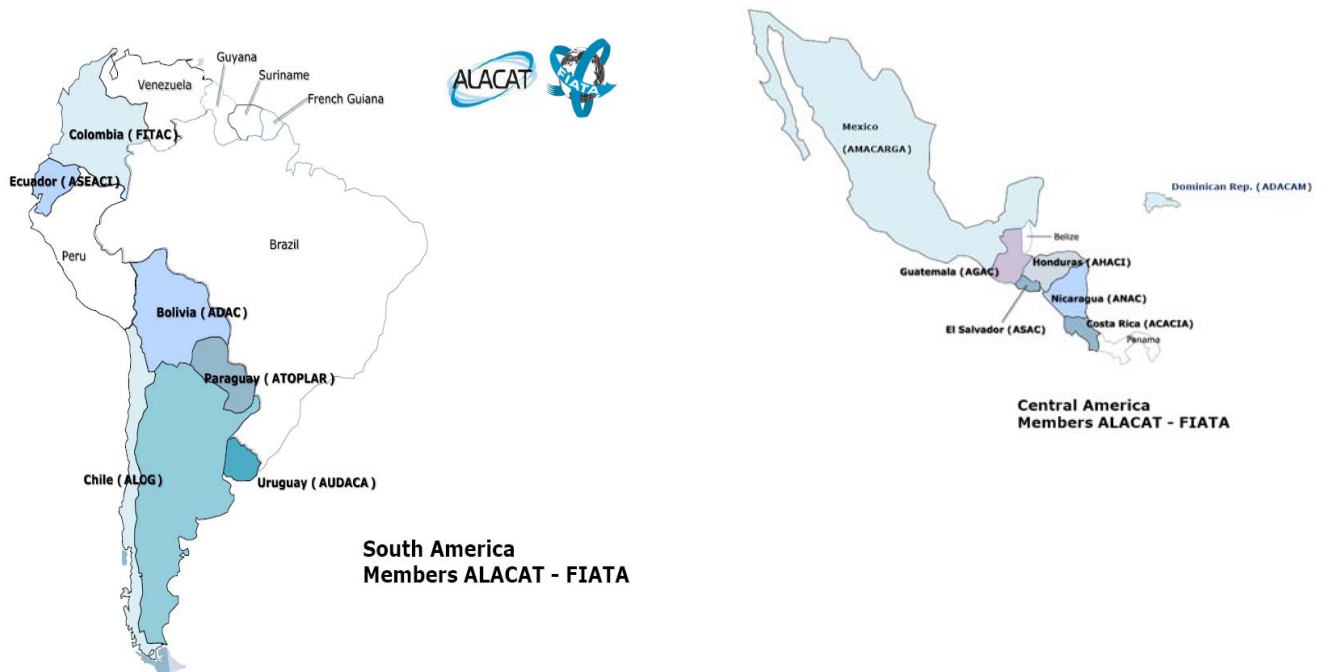
The XXVII ALACAT Congress has been set up in close cooperation with Assekuransa, the exclusive representative of the German insurance group *Aktiv Assekuranz* in Latin America and acting at the same time as professional congress organizer for the event.

The well-attended Congress was inaugurated on 3 May by Mr. Jorge Pereira, President of the *Asociación Argentina de Agentes de Carga Internacional (AAACI)* and President of the organizing committee; Mr. Guillermo González Larsen (Colombia), President of ALACAT; and Mr. Jean-Claude Delen, President of FIATA; and, from the Government of Argentina, Mr. Juan Pablo Schiavi, Secretary of the Transport Department of the Ministry of Infrastructure and Development.

Mr. Pereira reflected on the importance of the role of freight forwarders in world trade, and Mr. González Larsen highlighted the necessity of simple, efficient and secure trade based on mutual reliability. Mr. Jean-Claude Delen added that he, as President of FIATA, is proud to have ALACAT as a member of FIATA, and that he considers it very valuable that this Congress will be conducive to exchanges of information and will help to enhance best practices in the industry. He closed by saying that there is still a lot of space for close cooperation in the future, and that FIATA will play its part in enhancing this.

To translate the intention for cooperation between both organizations into tangible results, it was decided at the FIATA World Congress in Geneva (2009) to organize an introductory training workshop and mandate a

representative of the FIATA Advisory Body Vocational Training (ABVT). ALACAT–FIATA members and training experts from 11 South and Central American countries, including guests from the United States, attended the workshop.



The President of ALACAT, Mr. Guillermo González Larsen (Colombia), inaugurated the meeting and provided an outline on the objectives, i.e. mainly to motivate association members in Central and South America to bring the training in line with FIATA Standards, and therefore to be able to apply for FIATA certification.

Mr. Markus Schöni (FIATA–ABVT) started with an overview of the activities of FIATA’s education body, ABVT, namely FIATA Minimum Standards, the validation of training programmes, the FIATA diploma etc., and also on related topics, for example the FIATA Foundation Vocational Training, and the Young International Freight Forwarder of the Year Award.

Prior to the meeting, FIATA had launched a survey inviting ALACAT/FIATA member associations to provide input on their actual training structure, including examination and certifications details. The survey was based essentially on a questionnaire which was translated into Spanish and distributed by the ALACAT secretariat. In addition, each member received copies of FIATA Minimum Standards and of the FIATA Training Handbook. The survey revealed that most of the delegates are in favour of FIATA-validated courses, although the pathway leading to an accreditation may be perceived in different ways, mainly in view of the actual delivery of training.



Mr. Ernesto Arévalo Schoedl (Vice-President of AMACARGA, Mexico) and Dr. Sergio Ruiz Olmedo (academic consultant of AMACARGA) reported on their practical experience with the implementation of FIATA-based training in Mexico, with an interesting, comprehensive and illustrative presentation explaining their pathway leading to a successful validation in March 2010. Participants were able to follow in detail the efforts that have been made, and also to follow the development step by step. AMACARGA additionally offered assistance to the regional associations to help them develop their local training in line with FIATA Minimum Standards and to prepare the validation.

A discussion round followed, which revealed that the way leading to a FIATA validation may be tackled from different angles, i.e.

- adapting the existing training to FIATA standards

- cooperating with a local training provider or with competent academic institutions
- seeking advice from AMACARGA and cooperating in the development of material

To overcome the language barrier – which can be an obstacle – it seems appropriate to start courses in Spanish with the assistance of AMACARGA and to select from the potential trainers those who will be able to attend a FIATA Foundation “train the trainers” course in English. For economic and efficiency reasons, the FIATA Foundation suggested putting the focus on courses with a group of participants from several Central and South American countries and – if possible – organizing a FFVT course at a centrally located venue in Latin America.

In conclusion, and to wrap up this first training initiative, it is clear that AMACARGA should be playing a leading role as a facilitator and extended arm of FIATA–ABVT. In fact, the “train the trainers” course delivered in Mexico in 2008 aimed precisely at spearheading FIATA training in Central and South America.

As a concrete first step, AMACARGA and FITAC (Colombia) agreed to run a pilot course in Colombia later this year and to start by assessing potential trainers (Instructors’ Lab), and when committed trainers have been selected, to continue with the actual course.

Finally, it was encouraging to see at the end of the Congress that ALACAT put the cooperation between the industry in Latin America and FIATA as its first priority. As Mr. Jean-Claude Delen, President of FIATA had emphasized at the beginning: “There is space for the development of sustainable cooperation.” Therefore, every effort should be made to progress in this direction.

Markus Schöni, schoeni@fiata.com; Manager, Advisory Body Vocational Training and FIATA Foundation, FIATA Secretariat.

OSCE Economic and Environmental Forum

Prague, 24–26 May 2010

According to the decision of the Permanent Council of the Organization for Security and Cooperation in Europe (OSCE), the theme of the eighteenth Economic and Environmental Forum was “Promoting good governance at border crossings, improving the security of land transportation, and facilitating international transport by road and rail in the OSCE region”. The Forum, held annually, consists of a series of high-level meetings bringing together experts and policymakers representing governments, international organizations, the business community and civil society, who engage in dialogue to formulate policy guidelines and key recommendations for specific follow-up activities.

Four meetings were held as part of the eighteenth Economic and Environmental Forum under the Kazakh OSCE Chairmanship for 2010 and the Office of the Coordinator of OSCE Economic and Environmental Activities (OCEEA):

- The first preparatory Conference, held in Astana on 12–13 October 2009
- The first meeting of the Forum, held in Vienna on 1–2 February 2010
- The second preparatory Conference, held in Minsk on 15–16 March 2010
- The second meeting of the Forum, held in Prague from 24–26 May 2010

Discussions focused, inter alia, on issues such as:

- The importance of transport facilitation, especially in the context of the global economic downturn;
- Road and rail transport facilitation and the specific challenges of landlocked developing countries;
- Streamlining and simplifying customs and border regulations and procedures;
- Strengthening public–private partnerships;
- The security of the international transport circuit;
- The links between transport and the environment;
- Transport connections in Central Asia and with Afghanistan.

The consolidated summaries, as well as other relevant documents, can be accessed on the OSCE website. The main follow-up activities proposed – which are currently at different stages of elaboration and/or implementation – are:

1. The OSCE could consider developing a medium- to long-term engagement in the area of combating corruption and promoting integrity in Customs and border services, as tackling these issues is considered an essential tool for the stimulation of economic development and the prevention of threats to security. To launch such an involvement, a regional seminar gathering Central Asian and South Caucasus countries and Afghanistan was planned for 12–13 July 2010 in Almaty, Kazakhstan, in cooperation with the World Customs Organization (WCO). Later on, national follow-up activities of a policy design/capacity-building nature could be organized upon request.

2. The OSCE should continue to advocate and promote the ratification and effective implementation of UNECE legal instruments, in particular the *UNECE International Convention on the Harmonization of Frontier Control of Goods*, as well as the “TIR Convention”, by conducting awareness-raising and capacity-building workshops and seminars at different levels. The OCEEA, together with UNCITRAL, should raise awareness regarding the *United Nations Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea*, known as the “Rotterdam Rules”.

3. The OSCE should work towards simplifying customs and other border regulations and procedures. The *Handbook of Best Practices at Border Crossings*, being elaborated together with UNECE, will be instrumental in this regard, and is expected to be published by the end of 2010. Moreover, the OSCE could cooperate with UNCTAD in promoting the implementation across its region of ASYCUDA, a computerized customs management system which handles manifests and customs declarations, accounting procedures, and transit and suspense procedures, and generates trade data that can be used for statistical economic analysis. Finally, as a way to facilitate international railway traffic, the OSCE, in cooperation with relevant railway organizations, could assist its participating States to harmonize conventions and other tools and to start using the CIM/SMGS common consignment note.

4. The OSCE should promote a public–private partnership approach in dealing with transport and border crossing issues. More specifically, transport and trade facilitation users’ groups could be created in order to ensure good governance and transparency at border crossings.

5. With the goal of boosting economic development, the OSCE should advocate the creation of integrated transport networks in the OSCE area and the formation of a unified transport space. In particular, the OSCE could strengthen its interaction with the UNECE regarding implementation of the Euro-Asian Transport Links (EATL) project - Phase II, and the Trans-European Motorways (TEM) and Trans European Railways (TER) projects. Furthermore, the OSCE could provide political support to more concrete initiatives such as the holding of demonstration runs of “container block trains”.

6. The OSCE could help stabilize the situation in Afghanistan while paying due attention to border security and management. In order to facilitate trade, the OSCE should continue providing tailor-made training to both law enforcement and Customs officials, and promoting dialogue and cooperation among stakeholders from the region. It can also play a positive part in the creation of trade and transport links.

7. Bearing in mind that land transport security is often referred to as the weakest link in the global supply chain, the OSCE should serve as a platform for the promotion of dialogue and the examination of adequate responses to such challenges. A joint UNECE–OSCE Inland Transport Security Discussion Forum could be envisaged; this could focus on the proposals identified during the Forum process, such as: (a) the need for a comprehensive and integrated approach to supply chain security; (b) the need for balancing security and facilitation; (c) the importance of preparedness and resilience; (d) the importance of information-sharing and the necessity of ensuring multi-stakeholder cooperation, including public–private partnerships and inter-agency coordination, nationally as well as across borders; and (e) the need to foster national implementation of international standards while considering the incorporation of new security provisions in existing legally binding instruments.

8. Considering the transportation of dangerous goods and hazardous waste and their potential negative effects on the environment, the OSCE should conduct awareness-raising on and support the implementation of relevant international instruments, such as the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) and the Regulation Concerning the International Carriage of Dangerous Goods by Rail (RID). In order to prevent and detect illegal transboundary waste movement, regional training workshops on the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal could be organized by the OSCE. A seminar on the prevention and detection of illegal transportation of transboundary waste, and its disposal, has already been held, from 14 to 18 June 2010, in Dushanbe, jointly with the OSCE Border Management Staff College.

9. Acknowledging the importance of a strategic vision of transport development that takes into account environmental considerations, the OSCE stands ready to assist participating States, upon request, in the process of shaping comprehensive and integrated national policies that promote environmentally friendly transportation choices.

For further information, see http://www.osce.org/conferences/18_eef_part2.html and <http://www.osce.org/eea>. Gabriel Leonte, Gabriel.Leonte@osce.org; and Roel Janssens, Roel.Janssens@osce.org; Economic and Environmental Advisers, OSCE.

ASYCUDA updates



21/6/2010: UNCTAD and the Netherlands to cooperate in Customs sector.

14/6/2010: COMESA/UNCTAD discuss future collaboration on ASYCUDA: Following this fruitful meeting, the two organizations agreed to further cement this long and constructive relationship and to plan for future collaboration.

27/4/2010: UNCTAD and the International Road Transport Union agree to cooperate in Customs sector.

18/5/2010: GIBRALTAR - High-level seminar on ASYCUDAWorld Project. Mr. Richard Garcia, Chief Secretary; Mr. Dilip D. Tirathdas, Financial Secretary; and Ms. Christine Victory, Accountant-General, together with representatives of the Treasury participated in a high-level seminar organized by H.M. Customs Department, the IT & Logistics Department and UNCTAD.

20/4/2010: GIBRALTAR - ASYCUDAWorld Awareness Session for the Gibraltar Federation of Small Businesses.

8/4/2010: GIBRALTAR - ASYCUDAWorld Awareness Session for the Gibraltar Chamber of Commerce.

13/4/2010: SWAZILAND - Times of Swaziland: The Department of Customs and Excise intends to stop accepting the manual system of commercial declaration of goods at points of entry by 1 July 2010.

www.asycuda.org/whatsnew.asp

Air transport networks

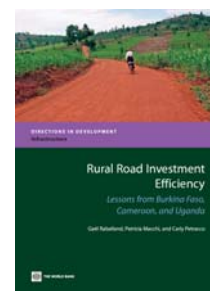
At WTO, air transport services are governed by a specific annex of the General Agreement on Trade in Services (GATS). The annex excludes from the agreement the largest part of air transport services: traffic rights and services directly related to traffic. These services are nevertheless subject to a regular review by the Council of Trade in Services, with a view to considering the possible further application of the GATS to the sector. A first review took place in 2000–2003. The second review is ongoing. In preparation for the second review, the WTO secretariat has developed the QUASAR database and methodology to assess, on a universal scale, the degree of liberalization achieved by the air transport sector.

www.wto.org/english/tratop_e/serv_e/transport_e/transport_air_e.htm

Rural Road Investment Efficiency

At a time when development partners are focusing especially on rural mobility, this book aims at a better understanding of how to achieve better aid effectiveness in rural transport. So far, most development partners and governments in sub-Saharan Africa have relied on two overarching assumptions, which have led to massive road investments: (a) most households in rural areas in Africa are not connected to markets and therefore need a road passable for a truck (all the more as they are remote); and (b) roads with a high level of service are crucial to achieving a strong economic impact. The authors, Gael Raballand, Patricia Macchi and Carly Petracco, demonstrate in this book that these assumptions may be questioned in many cases in SSA. Based on data collection in Burkina Faso, Cameroon and Uganda, they demonstrate that from a cost–benefit perspective, the additional cost of extending an all-weather road 2 more kilometres to the farmer’s door outweighs the benefits in most cases. Therefore, a one-size-fits-all approach, such as achieving the Rural Access Index, is not desirable from an aid effectiveness perspective. According to the book, a 7-metre road may not be required in most rural areas in SSA, and the last mile should not be a road for a truck; but the secondary network, which links secondary cities, should be in good condition (paved or unpaved) to enable truck fleet efficiency and competition. Finally, donor coordination is a must to avoid – for example – the rehabilitation of rural roads not connected to passable secondary roads.

www.worldbank.org



Transport connectivity in APEC

A new study published by APEC, entitled “The Economic Impact of Enhanced Multimodal Connectivity in the APEC Region”, concludes that the performance of individual transport modes and logistics, as well as overall multimodal transport performance, have a robust and significant association with stronger trade relations. The way in which individual transport modes and the logistics environment interact can give rise to economic benefits in which the whole is greater than the sum of the parts. Similar results are obtained using an overall multimodal transport connectivity indicator. The trade gains from improving multimodal transport performance can be substantial.

http://publications.apec.org/publication-detail.php?pub_id=1028

World Port Forum proceedings

Founded in 1955, the International Association of Ports and Harbours (IAPH) is a global alliance of ports, representing today over 200 ports and some 150 individuals/organizations engaged in port- and maritime-related businesses in some 90 countries. The member ports all combined handle over 60 per cent of the world's seaborne trade, and more significantly, nearly 90 per cent of the world's container traffic. IAPH is a non-profit-making and non-governmental organization (NGO) headquartered in Tokyo, Japan.

The IAPH regularly organizes port forums, concurrently with its conference, board meeting, and regional meetings for sharing best practices. The next IAPH World Ports Conference will be held in Busan, Republic of Korea, from 23 to 27 May 2011, hosted by the Busan Port Authority.

The most recent IAPH World Port Forum was held on 8 June 2010 in Savannah, Georgia, United States, in conjunction with the mid-term board meeting of the IAPH. Under a broader theme of "Economic recovery in the maritime trade" – a very timely theme when the world economy was beginning to show signs of recovery – the following four sessions were held: (a) Transportation forum: Trends and economic projections; (b) Today's trends for United States export/imports: What's on the horizon? (c) Protecting maritime trade; and (d) World Ports Climate Initiative: Greening the supply chain.

The presentation and audio files of the proceedings are now available online.

www.iaphworldports.org/2010SavannahDocuments/Port%20Forum/Savannah%20Port%20Forum.html

International Maritime Statistics Forum

The International Maritime Statistics Forum held its annual meeting in Lisbon on 10–12 May 2010. Several of the presentations made are now available online. The topics covered included "Global redesign – Impact on shipbuilding and shipping"; "Tanker supply and demand trends"; "The state of the container liner industry"; "Shipbuilding market – upside and downside risk/potential"; "Challenges with CO₂ targets for shipping"; "Safety performance of tankers in different market conditions"; "Developing environment legislation needs development in data"; and "International Union of Maritime Insurance Statistics Overview".

www.imsf.info/previous_annual_meeting.html

Post-tsunami logistics

A successful operation to bolster Indonesian ports after the 2004 Indian Ocean tsunami wraps up in July 2010 with a handing-over of means and supplies to local authorities. The World Food Programme (WFP) Logistics Support Unit trained over 232 port managers and set the ball rolling for a new degree programme at a local university.

www.wfp.org/stories/logistics-team-upgrades-ports-tsunami-struck-sumatra

IAME 2010

The International Association of Maritime Economists (IAME) held its 2010 annual conference from 7 to 9 July in Lisbon, Portugal. The Association elected its new president, Prof. Theo Notteboom from the Institute of Transport and Maritime Management of Antwerp. Since 1992, the annual IAME conference has brought together most of the world's academic researchers working on economic aspects of maritime transport. This year, 150 peer-reviewed papers were presented, many of which covered topics of interest to researchers and policymakers concerned with maritime policies, freight cost determinants, national fleet development, port reform and regulation, and international supply chains.

Next year's IAME conference will be held in Santiago, Chile, from 26 to 28 October 2011.

Secretariat@IAME.info, www.iame.info, www.iame2010.org, www.iame2011.org.

Trade in maritime transport services

A new WTO paper (S/C/W/315) paints a picture of the economic and regulatory developments in the maritime transport industry over the last 20 years. On the economic side, the story is one of boom and bust, largely driven by the process of globalization. On the regulatory side, the main developments relate to competition (e.g. the abolition of the antitrust immunity of shipping conferences by the EU), security, and private port operations. On the pure "blue sea side", the sector has become even more liberal than it was at the time of the two preceding WTO maritime papers in 1998 and 2001, but it still fails to attract a large number of commitments, even though accession negotiations have led to notable new commitments.

Pierre Latrille, World Trade Organization, pierre.latrille@wto.org, www.wto.org/english/tratop_e/serv_e/transport_e/transport_maritim_e_e.htm.

Trade in logistics services

Logistic services as such are not a sector in the GATS classification. The document aims at describing the logistics industry based on industry concepts and figures. It identifies three main blocks: (a) warehousing; (b) freight forwarding; and (c) so-called "contract logistics". The paper describes the main actors in each of these sub-segments, and the main economic trends. It notes, in particular, that the sector is not very concentrated yet, and that some actors from the South are clearly emerging. The paper also notes the overall openness of regulatory regimes for logistics, and describes the commitments undertaken by Members using the "friends of logistics" extensive classification of those services.

Pierre Latrille, World Trade Organization, pierre.latrille@wto.org, http://www.wto.org/english/tratop_e/serv_e/transport_e/transport_auxiliary_e.htm

The cost of being landlocked

The new book *The Cost of Being Landlocked*, by Jean-François Arvis, Gaël Raballand and Jean-François Marteau, proposes a new analytical framework to interpret and model the constraints faced by logistics chains on international trade corridors. The plight of landlocked developing countries (LLDCs) has naturally received special attention for decades, leading to a specific set of development priorities based upon the concept of dependence on the transit state. Therefore, the standard approach used to tackle the cost of being landlocked has been predominantly aimed at developing regional transport infrastructure and ensuring freedom of transit through regional conventions. But without sufficient attention being given to the performance of logistics service delivery to traders, the standard approach is unable to address key bottleneck concerns and the factors that contribute to the cost of being landlocked. Consequently, the impact of massive investment on trade corridors could not materialize to its full extent.

Based on extensive data collection in several regions of the world, this book argues that although landlocked developing countries do face high logistics costs, these costs are not a result of poor road infrastructure, since transport prices largely depend on trucking market structure and implementation of transit processes. This book suggests that the high logistics costs in LLDCs are a result of low logistics reliability and predictability, which stem from rent-seeking and governance issues.

World Bank Publications, Washington, 15 June 2010, ISBN-10: 0821384082, ISBN-13: 978-0821384084

Climate change impacts on international transport networks

Geneva, 8 September 2010

The UNECE–UNCTAD Workshop, to be held as part of the twenty-third session of the UNECE Working Party on Transport Trends and Economics, is part of a series of UNECE activities focused on climate change and transport, and builds on the expertise and earlier work by UNCTAD on related issues. It is expected to raise awareness among UNECE and UNCTAD member States, transport industry stakeholders, and intergovernmental/non-governmental organizations about the potentially important challenges climate change impacts and adaptation requirements present for international transportation – a complex set of issues that has so far received little attention.

www.unece.org/trans/main/wp5/wp5_workshop4.html,
www.unctad.org/iti

UNCTAD/ALADI Trade Facilitation Workshop

Montevideo, 5–6 October 2010.

UNCTAD and ALADI will hold a joint regional workshop on trade facilitation in Montevideo at the premises of ALADI on 5–6 October 2010. The Spanish-language workshop will analyse synergies between regional and multilateral approaches towards trade facilitation.

For further information contact Maxence Orthlieb; Cecilia Viscarra, cecilia.viscarra@unctad.org; or José María Rubiato, jose.rubiato@unctad.org, Trade Logistics Branch, DTL, UNCTAD

World Customs Forum

Istanbul, 6–7 October 2010.

The 2010 World Customs Forum will be held under the theme “Building momentum for effective partnership: Globally networked Customs and the private sector”. It is jointly organized by the World Customs Organization (WCO) and the Trusted Trade Alliance, in conjunction with Turkish Customs.

www.wcoomd.org

Asia Maritime and Logistics Forum

Kuala Lumpur, 6–8 October 2010.

The sixth Asia Maritime and Logistics Conference and Exhibition will examine how the Asian maritime and logistics markets are preparing for the future by setting the course for recovery. It brings together industry leaders and experts from Asia and other regions, both from the private and the public sector. It will be held at the Putra World Trade Centre, Kuala Lumpur, Malaysia.

<http://www.asiamaritimelogistics.com/>

Dry Port Conference

Edinburgh, 21–22 October 2010.

Organized by SEStran and the Transport Research Institute, this event will focus on examining the critical role of inland terminals in their relation to ports, encompassing issues of integration, collaboration, competition and associated strategies of hinterland access.

Under the theme “Intermodal strategies for integrating ports and hinterlands”, international speakers will provide insights into intermodal strategies to integrate ports and hinterlands in different economic and social contexts. Industry professionals and academics will share the latest developments in industry and research.

www.dryport-conference.tri-napier.org

UNCTAD Expert Meeting on Transport and Trade Facilitation

Geneva, 8–10 December 2010.

The next session of UNCTAD's Multi-year Expert Meeting on Transport and Trade Facilitation is scheduled for 8–10 December in Geneva. For three days, experts from UNCTAD's member States will analyse recent trends and emerging issues affecting international trade and transport, transport costs and connectivity, and multilateral and regional negotiations on trade facilitation.

For further information, contact Vincent Valentine, vincent.valentine@unctad.org; TLB, DTL, UNCTAD.

New contracting parties to international maritime conventions adopted under the auspices of UNCTAD

United Nations Conventions on Maritime Liens and Mortgages, 1993

Entry into force: 05 September 2004; Contracting States: 15
St. Kitts and Nevis - 15 June 2010 (a)

For more information on the latest status of this and other Conventions, please visit <http://www.unctad.org/ttl/legal>.

