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Trade Logistics Branch, Division on Technology and Logistics

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## NOTE

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## Editorial

A combination of factors is currently transforming the international transportation landscape, spanning a broad range of areas, including economic, energy-related, environmental, political, regulatory, and technological. These factors have a significant impact on transport and trade costs which greatly determine developing countries' trade performances and competitiveness. They also entail implications for transport policy objectives such as efficiency, cost-effectiveness, trade facilitation, security as well as environmental, energy and social sustainability. UNCTAD's next session of the Multi-year Expert Meeting on Transport and Trade Facilitation, to take place in Geneva from 8–10 December 2010, will provide a forum for experts from UNCTAD's member countries to analyse and discuss these implications (page 4).

Two articles in this issue of the Transport Newsletter look at liner shipping, notably at trends in liner shipping connectivity (page 5) and the transport of refrigerated cargo (page 7), and we report on a recent meeting on climate change impacts on international transport networks (page 12). We further present a recently initiated trade and transport facilitation project in Pakistan (page 10), report on a trade facilitation workshop in St. Lucia (page 11), and suggest which topics of the Global Facilitation Partnership (GFP) portal cover the issues dealt with in the 15 Articles of the future agreement on trade facilitation which is currently being negotiated at the WTO (page 8). Finally, we present new documents and events of interest to policy makers and researchers dealing with transport and trade facilitation (after page 13).

Feedback, as well as comments and suggestions for our next *Transport Newsletter*, are welcome until December 2010. Please contact [jan.hoffmann@unctad.org](mailto:jan.hoffmann@unctad.org).

*The Trade Logistics Branch Team, Geneva, September 2010*

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## Expert Meeting on Transport and Trade Facilitation

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*Geneva, 8-10 December 2010*

The third session of UNCTAD's multi-year expert meeting on transport and trade facilitation focuses on a range of key topics including: the use of information and communication technologies in logistics; emerging challenges affecting transport costs and connectivity; regulatory and legal framework for transport and trade facilitation as well as UNCTAD's contribution to the effective implementation of trade facilitation measures ensuing from the WTO negotiations.

A combination of factors is currently transforming the international transportation landscape. These span a broad range of areas, including economic (e.g. the financial crisis), energy-related (e.g. fuel prices), environmental (e.g. climate change), political (e.g. security), regulatory (e.g. international convention and multilateral/regional agreements in transport and trade facilitation), and technological (e.g. information and communication technologies). These factors have a significant impact on transport and trade costs which greatly determine developing countries' trade performances and competitiveness. They also entail implications for transport policy objectives such as efficiency, cost-effectiveness, trade facilitation, security as well as environmental, energy and social sustainability.

Given the broad topic areas and in order to facilitate discussions, the UNCTAD secretariat has prepared a background note to assist participants in the deliberations at the session (TD/B/C.I/MEM.1/8). In addition, experts will prepare brief papers on the subject under discussion.

*For further information, visit*

*[www.unctad.org/Templates/meeting.asp?intItemID=1942&lang=1&m=20190](http://www.unctad.org/Templates/meeting.asp?intItemID=1942&lang=1&m=20190) or contact Mr. Vincent Valentine, [vincent.valentine@unctad.org](mailto:vincent.valentine@unctad.org), Trade Logistics Branch, DTL, UNCTAD.*



## Trends in liner shipping connectivity

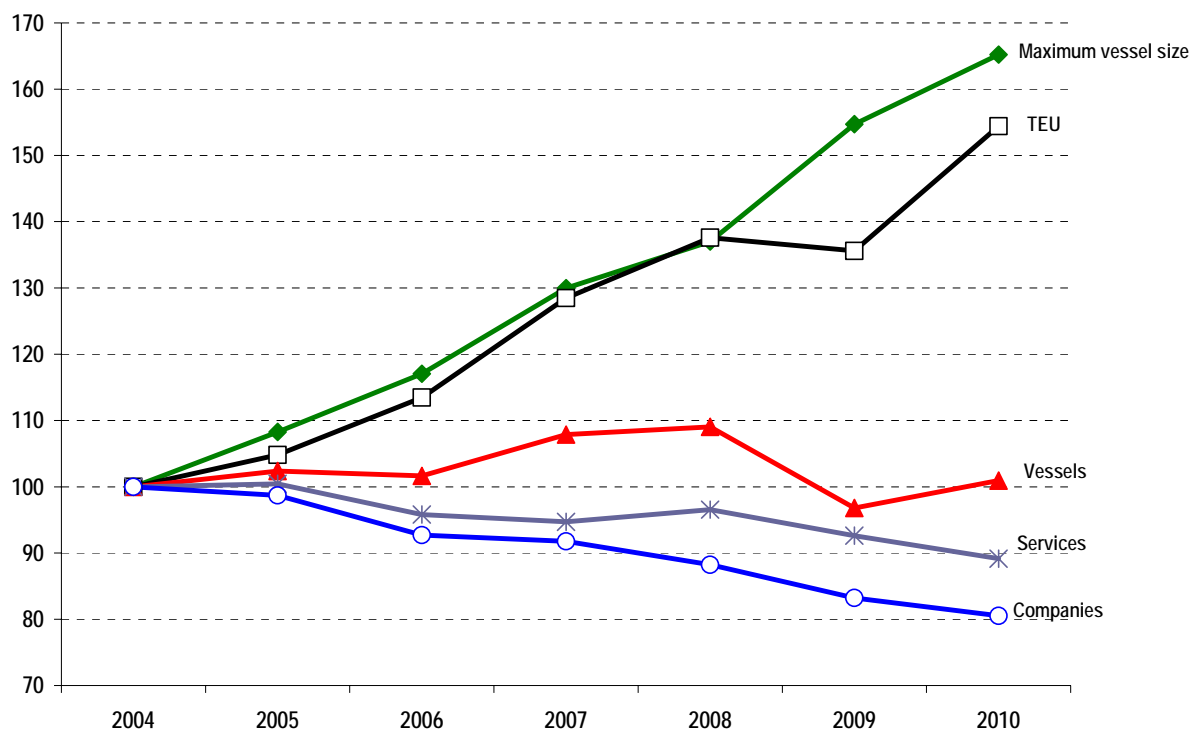
Trade in manufactured goods depends largely on containerized liner shipping services for its transport. Since 2004, UNCTAD gathers data on indicators for countries' access to such liner shipping services and generates the annual *Liner Shipping Connectivity Index* (LSCI).<sup>1</sup> The 2010 LSCI will be published in the forthcoming 2010 issue of the *Review of Maritime Transport*. In this article, we briefly present some trends in the LSCI's components.

The LSCI is generated from five components:

- The largest vessel deployed on services to a country's ports. Larger vessels require deeper ports and investments in specialized container cranes.
- The number of companies that provide services to a country's ports. A higher number of competing companies implies more choices and often lower freight costs for shippers.
- The number of services offered by the liner companies. A higher number of services gives more options to shippers to connect to overseas markets.
- The number of ships deployed on services to a country's ports. More ships are correlated with higher frequencies.
- The TEU capacity on the deployed ships. This is correlated with economies of scale and lower freight costs.

**Figure 1: Components of liner shipping connectivity, country averages, 2004 - 2010**

*Index 2004 = 100*



*Source: UNCTAD, calculated from data provided by Containerization International Online.*

Since 2004, when UNCTAD first generated the LSCI, the average of the **maximum vessel size** per country has continuously increased (Figure 1). In July 2010, it was 65 per cent higher than it was in July 2004. The largest containerships in service today are 14 770 TEU ships operated by Maersk, which are deployed on services between Asia and Europe, including a call at Morocco. As the largest vessels are deployed on the main East-West routes, other vessels are re-deployed on North-South and

<sup>1</sup> The LSCI is generated from data obtained through Containerization International Online, [www.ci-online.co.uk](http://www.ci-online.co.uk).

regional routes, pushing up the average. In 77 countries, the largest ship in July 2010 was larger than the largest ship in 2009; in 43 countries the vessel size has remained unchanged; and in 42 countries, the largest vessels deployed in 2010 is smaller than the largest vessels that provided services one year earlier. Algeria, Jamaica and Morocco are among the countries that have recorded the largest growth in container ship sizes servicing their ports.

While ship sizes have increased, the **number of companies providing services** has decreased. The average number of companies per country is 17.6 in 2010, against 21.8 in 2004, a decline of 20 per cent. In 2010, there are 41 countries that receive ships of only four or fewer companies, an increase of 25 per cent over 2004. Mergers and acquisitions thus lead to lower levels of competition, which is of particular concern to countries with lower trade volumes. Several Small Island Developing States (SIDS) are among the least connected countries, with only one or two service providers, including Aruba, Dominica, Kiribati, Maldives, Marshall Islands, Micronesia (Federated States of), Palau, and Sao Tome and Principe. Their situation is worsened by the fact that the alternative of land transport or the use of neighbouring countries' ports is not an option. A similar picture emerges for the **number of services**, which has declined during most of the last seven years.

As ships get larger, the **TEU carrying capacity** per country has also increased, while the **number of ships** is at about the same level in 2010 as it was 2010. Both variables have seen fluctuations during the economic crisis as ships were temporarily laid off in 2009, and often resumed services in 2010. China has seen the most remarkable surge in additional vessel deployment - in July 2010 it stood at 7.25 million TEU, an addition of more than 1 million TEU over one year earlier, which had still been marked by the economic crisis.

**Table 1: Ten best connected countries as per the Liner Shipping Connectivity Index, 2010**

Country	Ships	TEU	Liner companies	Liner services	Ship size maximum
China	1'630	7'250'486	85	1'011	14'770
Hong Kong (China)	1'172	5'447'279	65	638	14'770
Singapore	1'002	4'161'778	75	655	14'000
Germany	770	3'215'223	78	401	14'770
Netherlands	716	2'983'046	85	407	14'770
Malaysia	782	3'127'845	67	465	13'880
United Kingdom	731	3'028'874	72	372	14'770
Belgium	716	2'510'227	87	336	14'000
United States	896	3'225'212	81	502	10'000
Korea, Rep. of	788	3'141'537	62	534	11'312

*Source: UNCTAD, calculated from data provided by Containerization International Online.*

By way of example, the top 10 best connected countries and economies as per the LSCI are presented in Table 1. China leads the table in four out of five categories. Only as regards the number of companies Belgium is the leading country. The largest vessels calling at ports in East Asia and Europe are almost 50 per cent bigger than those servicing ports in the United States. There are more than twice as many ships calling at the ports of China than at the ports of the best connected European countries.

The long term picture as regards the global liner shipping network appears to be mixed. On the positive side, larger ships and a higher total TEU carrying capacity can cater for the growing global trade in manufactured goods, and economies of scale help to reduce costs. On the other hand, the larger ships also pose a challenge to smaller ports as regards the necessary investments in infrastructure. The network as such is not expanding in terms of companies or services. The trend seems to be towards lower costs but also towards less choice for shippers.

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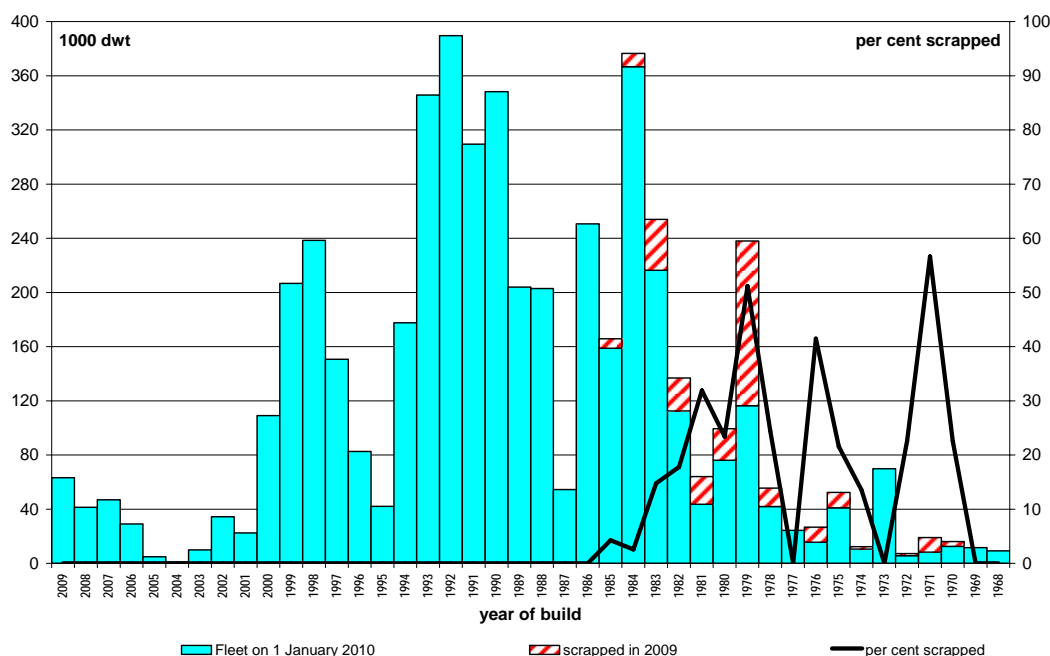
## Transport of refrigerated cargo

Many developing countries depend heavily on the export of refrigerated cargo. For Bananas, the main exporting countries are Ecuador, followed by Colombia, Philippines, Costa Rica and Guatemala. Brazil is the largest exporter of poultry, while China and Thailand are among the top six exporters of fish and seafood.

Traditionally, most of the refrigerated “reefer” seaborne trade was transported in specialized “reefer vessels”, i.e. ships where the entire hold is cooled, and cargo is loaded for example on pallets. Today, refrigerated cargo is increasingly containerized, making use of “reefer containers”. In total, about 62 per cent of reefer cargo was containerized in 2009, forecasted to increase to 65 per cent in 2010 and to 76 per cent by 2015. The containerization rate varies by commodity - in 2009 meat and poultry was 73 per cent containerized, while for bananas the containerization rate was only 33 per cent.<sup>2</sup>

The growing containerization rate is reflected in the age structure of the existing fleet of specialized reefer vessels (i.e. those not carrying containers) (Figure 2). Since 2001, hardly any new capacity was added to the fleet. Most ships that are currently trading were built in the 1980s and early 1990s. A large proportion of the ships older than 25 years has been scrapped during 2009, and as the fleet gets older, scrapping activity can be expected to increase in coming years.

**Figure 2: Age profile of existing reefer vessel fleet, 1 January 2010**



Source: UNCTAD calculations, based on data provided by IHS-Fairplay

As the share of containerized reefer cargo increases, a new report by Drewry Shipping Consultants (*Reefer Shipping Market 2010/11, Annual Review and Forecast*, London, September 2010) points out that intra-Asian reefer trades are growing, thanks to improving infrastructure links between the centres of production and the exit sea-ports, combined with the development of more advanced coldstore facilities and other factors. In the reefer cargo exporting countries of Asia, Africa and Latin America, the development of container terminals will increasingly have to cater for the corresponding reefer container facilities.

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<sup>2</sup> Drewry Shipping Consultants: *Reefer Shipping Market 2010/11, Annual Review and Forecast*, London, September 2010. [http://www.drewry.co.uk/publications/view\\_publication.php?id=357](http://www.drewry.co.uk/publications/view_publication.php?id=357).

## **GFP: a document repository to support the TF negotiations**

### *Knowledge Management to Support the WTO Trade Facilitation Negotiations*

Information management implies the collection, organization and distribution of processed data from one or more sources to one or more audiences. One of the objectives of information management is the development of knowledge. The WTO negotiations on trade facilitation at the WTO require an informed participation of WTO members' delegations. Information management thus plays an important role in the negotiating process: delegations depend upon access to background information on the negotiated norms, and on-time information on the evolution in the negotiating process.

The Global Facilitation Partners (GFP) is an alliance of various international organisations, private sector organisations and other interested partner involved and interested in trade and transport facilitation. The GFP is supported by an internet based platform for open information exchange<sup>3</sup>. This platform offers different knowledge management tools for its members and practitioners and policy makers. One of them is the document repository organized around different trade and transportation (TTF) topics. GFP members share through this repository different reference readings and recommendations (different sources) with the interested users at country and company level (different audiences).



### *Matching GFP Topics and Proposed Articles in the WTO negotiations on trade facilitation*

The GFP repository is organized around “Topics” where are defined by the GFP members. An analysis of these topics reveals that there is a close linkage between these topics and the issues brought up in the WTO negotiations. As shown by the examples below delegates can find background information on the GFP website on most of the proposed norms and concepts of the current consolidated negotiating text (TN/TF/W/165 and its revisions).

The proposed Article on Transit (Art. 11 Freedom of Transit, TN/TF/W/165 Rev.4) is matched by the GFP topic transit and its sub-topics; “Bilateral and regional transit agreements”; “Economic importance of transit for destination and transit countries”; “Landlocked countries access-corridor arrangements”; “Transit facilitation and logistics”; and “Transit guarantee systems”.<sup>4</sup>

A large number of documents in the GFP repository relates to the release and clearance of goods and thus provide useful information for delegates as related to (Art. 7 “Release and Clearance of Goods, Article 9 Border Agency Coordination, and Article 10 “Formalities connected with importation and exportation”, TN/TF/W/165 Rev4). Under the GFP’s topic “Border Agency Modernization” figure as reference readings various recommendations, papers and country experiences; such as the WCO’s Time Release Study, the WCO Customs Data Model Handbook; Evaluation of the Need and Cost of Selected Trade Facilitation Measures in India: Implications for the WTO Negotiations; and the activity “WCO Time Release for Goods Software”, ICC Customs Guidelines, and UNCTAD Technical Notes on the subject of Post Clearance Audit<sup>5</sup> “Risk Management (TN 12),<sup>6</sup> Pre-Arrival Processing (TN 15),<sup>7</sup> and Border Agency Coordination/Cooperation (TN 14).<sup>8</sup>

<sup>3</sup> <http://www.gfptt.org>

<sup>4</sup> <http://www.gfptt.org/Entities/TopicProfile.aspx?tid=9d4e50ec-1fed-44cd-a6a1-a29c64142d96>

<sup>5</sup> <http://www.gfptt.org/entities/ReferenceReadingProfile.aspx?id=1d8655ff-1a13-4063-bed7-f3b3dcfb1fb4>

<sup>6</sup> <http://www.gfptt.org/Entities/ReferenceReadingProfile.aspx?id=e3969552-2572-4ada-a255-5e72196aad43>

<sup>7</sup> <http://www.gfptt.org/Entities/ReferenceReadingProfile.aspx?id=eb444a6b-8538-4b84-b57c-bb191e757a86>

<sup>8</sup> <http://www.gfptt.org/entities/ReferenceReadingProfile.aspx?id=0ae01184-559b-4161-adff-60fe0b735c7c>



Delegates can also find background information on other aspects of negotiations, albeit the absence of a matching topic between the GFP repository and the consolidated negotiating text TN/TF/W/165/Rev.4). For example, useful information on the issue of publication and availability of information” (Art. 1, TN/TF/W/165/Rev.4) can be found under the topics “Electronic Commerce and Business”; “Customs issues”; “Building TTF Partnerships”; and “Trade Liberalization and Facilitation”. Among the reference readings are the UNCTAD *Technical Notes* are “Publication of Trade Related Information” (TN 1),<sup>9</sup> “Internet Publication” (TN 11),<sup>10</sup> and “National Enquiry Points” (TN 6).



Another example is the “Advance Rulings” provision (Art. 3, TN/TF/W/165 Rev4), which corresponds to UNCTAD TN 22<sup>11</sup> of the same name. Issues of Article 4 “Appeal Review Procedures” are developed by UNCTAD TN 10<sup>12</sup> (“Right of Appeal against Customs and other Agency Rulings and Decisions”); Article 6 “Fees and Charges Connected with Importation and Exportation” is corresponds to UNCTAD TN 2<sup>13</sup> (“Levy of Fees and Charges”); Article 10 “Formalities Connected with Importation and Exportation” is covered by UNCTAD TNs 13<sup>14</sup> and 21<sup>15</sup> (“Simplification of Trade Documentation Using International Standards”; and “Automated System for Customs Data-ASYCUDA”) respectively; finally, Article 14 “National Committee in Trade Facilitation” matches with UNCTAD TN 18<sup>16</sup> (“Multi-agency working group on Trade Facilitation”). In addition, “Consularization” (Article 8, TN/TF/W/165 Rev4) is covered by the GFP under its Border Agency Modernization topic (sub-topic “Streamlining and harmonization”), including the “IMO Facilitation Committee” working group,<sup>17</sup> as well as the UN-CEFACT Recommendation no 6 “Aligned Invoice Layout Key For International Trade”.<sup>18</sup>

The above mentioned “matches” between the WTO Articles and the GFP Topics (including the related UNCTAD *Technical Notes*) are examples to illustrate how the GFP can be used as a tool for Negotiators. They are also an example of the concept of the GFP as a “Single Window” for major international organizations to share information about trade facilitation issues. To further strengthen the usefulness for Negotiators, GFP members could revise the grouping of “Topics” taking into account the emerging structure of the future WTO agreement on trade facilitation.

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<sup>9</sup> <http://www.gfptt.org/Entities/ReferenceReadingProfile.aspx?id=8f616aa0-e52f-47a0-8ad0-d7734adc7310>

<sup>10</sup> [http://r0.unctad.org/ttl/technical-notes/TN11\\_InternetPublication.pdf](http://r0.unctad.org/ttl/technical-notes/TN11_InternetPublication.pdf)

<sup>11</sup> [http://r0.unctad.org/ttl/technical-notes/TN22\\_AdvanceRulings.pdf](http://r0.unctad.org/ttl/technical-notes/TN22_AdvanceRulings.pdf)

<sup>12</sup> <http://www.gfptt.org/entities/ReferenceReadingProfile.aspx?id=415c2ca1-3499-4835-8256-81c13e329309>

<sup>13</sup> <http://www.gfptt.org/entities/ReferenceReadingProfile.aspx?id=ea9e031a-4739-4b32-84a7-2bc20a1ef6cc>

<sup>14</sup> <http://www.gfptt.org/entities/ReferenceReadingProfile.aspx?id=5ffdbe70-a6f9-4960-af91-fd35ed210594>

<sup>15</sup> [http://r0.unctad.org/ttl/technical-notes/TN21\\_Asyncuda.pdf](http://r0.unctad.org/ttl/technical-notes/TN21_Asyncuda.pdf)

<sup>16</sup> [http://r0.unctad.org/ttl/technical-notes/TN18\\_TransitCooperation.pdf](http://r0.unctad.org/ttl/technical-notes/TN18_TransitCooperation.pdf)

<sup>17</sup> <http://www.gfptt.org/entities/WorkgroupProfile.aspx?id=7d3196ea-1fab-478d-adf0-a9488adffa0f>

<sup>18</sup> <http://www.gfptt.org/entities/PartnerProfile.aspx?id=45024f07-38ba-420a-ab05-eebdabf93a91>

## Trade and Transport Facilitation Project in Pakistan

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UNCTAD's Trade Logistics Branch has initiated the execution of the four-year World Bank financed *Trade and Transport Facilitation Project 2* (TTFP2) for the Government of Pakistan with the recruitment of a Senior Technical Adviser. The project builds upon an earlier project, known as TTFP, executed by UNCTAD from 2001–2006, which made positive contributions to simplifying documents, modernizing legislation, and professional training in the area of trade and transport facilitation in Pakistan. TTFP2 aims at improving Pakistan's competitiveness through the reduction of the cost of doing business by promoting transparency and further streamlining of trade procedures.

Learning from the experience of the first project that simplification of processes and procedures can best contribute if associated with infrastructure improvements, TTFP2 is a component of the extensive *National Trade Corridor Improvement Programme* (NTCIP), which covers infrastructure improvements of ports, roads, railways etc. TTFP2 aims to build on the results achieved to date especially through TTFP, and extends efforts to streamline and integrate trade data exchange and official controls in order to reduce transaction costs. The project is expected to have a positive impact on the policy frameworks of the several Ministries responsible for various aspects of international trade transactions, including compliance with WTO obligations.

The project will achieve its objectives by providing technical assistance to; (i) the review and update of the national trade facilitation strategy, (ii) strengthening cooperation mechanisms for international trade facilitation negotiations and cooperation between public and private sectors at regional, national and local levels, (iii) analysing trade procedures and new facilitation instruments for trade, transport and transit with particular reference to the trade facilitation negotiations at the WTO; (iv) undertaking studies for investments in logistics infrastructure; (v) measuring performance and benchmark of key sectors in the international trade transaction chain to measure improvements over time; and (vi) providing capacity building to the private sector and selected public sector institutions.

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## OECS Regional trade facilitation consultations

*St. Lucia, 21-24 September 2010*

With the support of UNCTAD, the OECS secretariat and the OECS Technical Mission in Geneva organised regional trade facilitation consultations with its WTO member States on 21 to 24 September 2010 in St. Lucia. The consultations aimed at providing an update on the WTO negotiations on trade facilitation and a forum for discussion on the proposed consolidated text amongst the member States (WTO document TN/TF/W/165 Rev4). A similar event had been organized in 2009, building upon previous national and regional activities in the OECS region supported by UNCTAD.<sup>19</sup>

The regional trade facilitation consultations focused on the issue of coherence and coordination of technical assistance activities in the region in the area of trade facilitation. Various donors such as the IFC, the World Bank, the EU office in Barbados were represented at this meeting alongside UNCTAD to present the on-going work and projects. In total 20 participants from six OECS member States, staff from the OECS secretariat, and representatives of international organisations attended the consultations.

The meeting took place in the context of strengthened regional economic integration, notably the forthcoming application of the Protocol on the Economic Union of the revised Treaty of Basseterre of the OECS, and the implementation of the CARICOM Single Market and Economy. With the Protocol of Economic Union, the OECS members set out the objective of an Economic Union as a single financial and economic space. This includes, inter alia, the establishment of a Customs Union, harmonisation of monetary, fiscal, commercial politics, and the free movement of persons. This integration process requires that special attention be paid to trade facilitation as a means to remove barriers to trade. The OECS secretariat has thus commissioned a study on a regional trade facilitation policy, which will be finalised in December this year. The meeting of trade ministers in June this year also agreed to create a regional trade facilitation task force.

During the consultations, UNCTAD launched the cluster development activity aimed at strengthening national trade facilitation task forces and enabling them to identify and act upon current operational trade facilitation problems.

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<sup>19</sup> See for example *Transport Newsletter* No. 42, First Quarter 2009, on Saint Lucia's National Trade Facilitation Task Force; and *Transport Newsletter* No. 45, First Quarter 2010, on UNCTAD's activities to support developing countries during the negotiations on trade facilitation at WTO. <http://www.unctad.org/transportnews>.

## Climate Change Impacts on International Transport Networks

*Joint UNECE – UNCTAD Workshop, Geneva, 8 September 2010*

Climate change poses a serious threat to human development and prosperity, with implications for water and food security, transport infrastructure, human health, biodiversity, migration, global trade and security. Given the magnitude of the challenge, it is imperative that climate change impacts and related adaptation requirements be considered as a matter of priority along with initiatives aimed at mitigating global warming and climate change. A better understanding of climate change impacts, risks and vulnerabilities is a pre-condition to well-designed and effective adaptation response measures that enhance the resilience of systems, structures and processes and minimize the adverse effect of climatic factors.



Against this background and in the spirit of the United Nations “delivering as one” on the climate change challenge, UNCTAD and the UNECE have joined forces and co-organized an international workshop on “Climate Change Impacts on International Transport Networks”. The workshop was held on 8 September 2010 as part of a series of UNECE activities focused on climate change and transport, and builds on expertise and earlier work by the UNCTAD and UNECE secretariats on related issues. The aim was to help raise awareness about the potentially important challenges climate change impacts and adaptation requirements present for international transportation infrastructure and services - a complex set of issues that has so far received little attention. Disruption to international transport networks may have wide-ranging economic implications and may be detrimental for world transport connectivity and trade. Thus, in the light of predictions about the increase in intensity/frequency of extreme climatic events, it is important that resilience and reactive capacity of transportation networks be strengthened.

The joint conference brought together experts across regions, including representatives from governments, academia, as well as inter-governmental and non-governmental organizations. The event provided a unique opportunity to learn more about the issues at the interface of transport and climate change. Substantive insight shared by a prime selection of speakers with extensive knowledge about transportation and climate change provided an opportunity for thought provoking and considered discussions. The enormous challenge posed by climate change impact for transport networks throughout global supply-chains was highlighted as a crucial concern. In view of the complexity of the substantive issues at hand, it was emphasized that further information sharing and awareness raising were required and that appropriate policy action, at all levels and involving all players, need to be urgently considered. In this respect, further work on the issue of climate change impacts on international transport networks, including by way of an international expert group will be considered in due course.

Additional information pertaining to the Workshop, including a background document, the programme of the meeting and the presentations are available at [www.unctad.org/ttl/legal](http://www.unctad.org/ttl/legal).

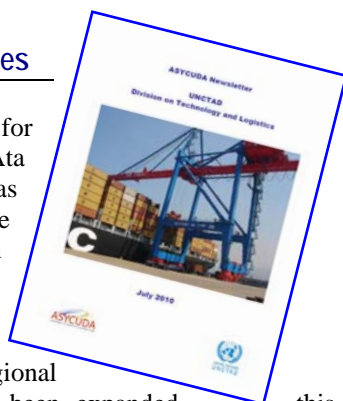
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## ASYCUDA updates

UNCTAD's Automated SYstem for CUstoms DATA (ASYCUDA) has recently published the first issue of its own biannual newsletter.

The network of the five existing ASYCUDA Regional Support Centres has been expanded this year with the creation of a new ASYCUDA Regional Centre for the Arab States located in Damascus, Syrian Arab Republic. In the future, these centres will be directly involved in the preparation of this newsletter by providing the editorial team with news and information about their respective regions.

[http://www.unctad.org/en/docs/webditlib20102\\_en.pdf](http://www.unctad.org/en/docs/webditlib20102_en.pdf)



## Aid for Trade Facilitation

Geneva, 13 December, 2010.

Workshop on "Trade and Development in the LDCs: The Aid for Trade Facilitation Agenda", in preparation for the Fourth United Nations Conference on the Least Developed Countries 2011.

The workshop is organized by the World Bank, in cooperation with the UN Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States.

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## The Handbook of Maritime Economics and Business, 2nd Edition

Edited by Costas Grammenos, the book brings together contributions of over 50 academics from fifteen different countries, members of the International Association of Maritime Economists (IAME). Topics covered include International Seaborne Trade; Shipping Economics and Maritime Nexus; Economics of Shipping Market and Shipping Cycles; Economics of Shipping Sectors; Issues in Liner Shipping; Economics of Maritime Safety and Seafaring Labour Market; National & International Shipping Policies; Aspects of Shipping Management and Operations; Shipping Investment & Finance; Port Economics and Management; Shipping Strategy; and Aspects of International Logistics.

[http://www.informaprofessional.com/publications/books/the\\_handbook\\_of\\_maritime\\_economics\\_and\\_business2](http://www.informaprofessional.com/publications/books/the_handbook_of_maritime_economics_and_business2)

## Impact of Aid for Trade Facilitation

A new study by Matthias Busse, Ruth Hoekstra and Jens Koeniger from the University of Bochum.

Abstract: "There have been ongoing discussions within the WTO Doha Round on Trade Facilitation and the wider Aid for Trade agenda to assist developing countries in reducing behind-the-border restrictions and to help them benefit from trade reform. Our paper contributes to this debate by analyzing the impact of foreign aid spent on Aid for Trade and Trade Facilitation on the costs of trading. In our empirical investigation, we conduct a panel data estimation for a sample of 99 developing countries for the period 2004-2009. Overall, we find that our aid measures have a negative effect on the costs of trading."

[http://papers.ssrn.com/sol3/papers.cfm?abstract\\_id=1635884](http://papers.ssrn.com/sol3/papers.cfm?abstract_id=1635884)

## UNCTAD's Review of Maritime Transport in six languages

The *Review of Maritime Transport 2009* is now also available in Arabic, Chinese, French and Russian; the Spanish translation is expected soon. The English version of the 2010 issue is expected to be published within few weeks.

<http://www.unctad.org/Templates/webflyer.asp?docid=12455&intltemID=5248&lang=1&mode=downloads>

## Container Terminal Management - a Post Crisis Perspective

A new study by Ocean Shipping Consultants analyses the causes and impacts of the credit crisis on the global container transportation industry.

According to the study, in all sectors – shipping lines, ports, terminals, hinterland transportation and related sectors – companies have suffered substantial volume and revenue losses, resulting in profitability coming under pressure. The study covers, *inter alia*, the following specific issues: Detailed forecasts of container port demand; Assessment of the future health of the container shipping industry; Current and future vessel sizes by trade and region; The implications of the New Panamax vessel dimensions; Assessment of the long-term impact of the crisis; Ways of making the costs of container terminals more flexible; and Strategies to compete in transshipment markets.

<http://www.osclimited.com/public.htm>

### **Preferential agreements in maritime transport**

A recently published study by Fabien Bertho, GEM Institute at Sciences-Por, Paris, examines the evolution of preferential schemes in the maritime transport service sector over the period 1960–2009. The study is based on a sample of 30 countries or territories. It looks at 224 bilateral maritime agreements, one multilateral instrument, and 49 free trade agreements containing maritime transport clauses. The study suggests that bilateral cargo reservations cannot be applied effectively anymore. According to the study, most bilateral cargo reservation schemes are unenforceable because of the absence of direct shipping services on routes between partners, the absence of vessels that fly the national flags on routes between partners, and the absence of national shipping companies on routes between partners. The progressive extinction of bilateral cargo reservations can be explained by changes in the organization of the sector, including the use of open registries, and the increased use of transshipment services.

Fabien Bertho, [fabien.bertho@sciences-po.org](mailto:fabien.bertho@sciences-po.org).  
The study can be downloaded via [www.gemsciences-po.fr/content/publications/pdf/Bertho\\_maritimeTransport062010.pdf](http://www.gemsciences-po.fr/content/publications/pdf/Bertho_maritimeTransport062010.pdf)

### **International Handbook of Maritime Business**

Edited by Kevin Cullinane, the book focuses on diverse aspects of the port and shipping industry. Topics covered include The Maritime Industry Means Business; Business Models, Supply Chain Efficiency and Port Efficiency; Process Modelling; Knowledge Management Systems in Maritime Logistics; Synchronisation of Seaborne Cold Chains; The Logistics Functions of Shipping Lines; Bundling Transport and Logistics Services in Global Supply Chains; and The Economics Behind the Awarding of Terminals in Seaports.

[http://www.e-elgar.com/Bookentry\\_contents.lasso?id=13164](http://www.e-elgar.com/Bookentry_contents.lasso?id=13164)

### **Short Course on Transport and Trade Facilitation**

Three lectures on *Transport and trade facilitation: infrastructure and services to enhance the competitiveness of landlocked and transit developing countries*, as given by UNCTAD in Geneva on 28 May 2010. The multimedia presentations have now been made available on-line.

Part 1 of the course looks at the demand and supply of international transport services. Access to efficient transport services, combined with conducive and transparent cross-border operations, is vital for developing countries' export competitiveness in overseas markets. In this regard, landlocked developing countries are confronted by particular challenges. The lecture explains determinants of international transport costs and transport connectivity and discusses the mutual relationship between trade and transport facilitation and development.

Land-locked and transit developing countries need to collaborate to mutually benefit from the opportunities created by the overseas trade of LLDCs. A collaborative approach is required, where both the landlocked and the transit developing countries seek win-win solutions to benefit from the synergies and economies of scale of their combined overseas trade. Part 2 of the lecture presents the findings of ongoing research into best practices which enhance LLDC's access to seaports in neighbouring transit countries.

In Part 3 of the lecture, collaborative approaches for public and private stakeholders in landlocked and transit developing countries are presented. The lecture also provides a first overview of options for policy makers to promote public-private-partnerships (PPPs) in the area of trade and transport facilitation. The session further discusses policy implications and the relationship between trade and transport facilitation and development.

<http://p166.unctad.org/mod/resource/view.php?id=1256>

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

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### **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/tli/legal>.