

# TRANSPORT NEWSLETTER

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT



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## EDITORIAL

Dear readers,

2013 could be a decisive year in the field of trade facilitation (TF). There is a persistent feeling of urgency in the international arena regarding a future Trade Facilitation Agreement in the WTO. Newspaper articles on this topic have become recurrent: experts express their opinion on an eventual agreement, individual States and international organisations use press releases to unveil their official positions. The cards are laid on the table. Negotiating parties do not seem to have an ace up their sleeve.

In that context, several international agencies are assisting member States to evaluate their needs and priorities in terms of Trade Facilitation. UNCTAD is part of those organisations. In addition, in the past months, we have helped more than 20 developing and least developed countries to draft their national TF implementation plans. The conclusion of those self-assessments will be published in a comprehensive report that will analyse the state of implementation of the different trade facilitation measures included in the consolidated text.

National coordination is an essential component of trade facilitation reforms. The currently negotiated consolidated text for the TF Agreement includes, in its Article 14, the obligation for each country to create or maintain a National Trade Facilitation Committee. In this context, UNCTAD is working on the improvement of the existing online repository on National Trade Facilitation Committees. The compilation of practical national cases from all around the world constitutes a useful tool for our member States.

Nowadays, when talking about transport and trade facilitation, the word “regional” appears in many initiatives, policies and projects. Acknowledging this fact, UNCTAD will be organising up to six regional events in 2013, covering East Africa, the Caribbean, and South Asia. They will help developing and least developed countries identify those trade facilitation activities that could benefit from a regional approach and will promote the exchange of best practices among participating countries.

In this issue of the Transport Newsletter, you will also find further articles on trade facilitation: discover the recent developments of trade facilitation aid in the world; read about the progress of the TF implementation plans in Jordan, Nicaragua, the six States of the OECS and Suriname; learn about trade facilitation in agriculture as well as paperless trade in Asia; and have a look at the new TF indications that have been published by the OECD.

Enjoy the reading!

The Trade Logistics Branch Team



Las Palmas, Spain

# AID FOR TRADE FACILITATION

Trade facilitation is ever more important for development. Policy makers, the international community, and also negotiators at the WTO and regional organisations are attaching a high priority to this issue in the context of multilateral and regional trade agreements. Against this background, it is interesting to have a look at the share of international ODA (Official Development Aid) that is assigned to trade facilitation.\*

Three key points are worth highlighting:

- 1) The share of aid assigned to trade facilitation goes up.
- 2) The share is still very low.
- 3) The share is lower for LDCs than for non-LDC developing countries.

In view of the inclusion of trade facilitation commitments in multilateral and regional trade agreements, there is a case to be made for additional efforts in support of trade facilitation in LDCs. LDCs usually start out from a lower base and necessary investments in trade facilitation may need to be higher. In addition, LDCs often need additional assistance in the development of technical cooperation programmes in this area.

In the context of the WTO negotiations on trade facilitation, the issue of “additionality” is being discussed, i.e. to what extent aid for trade facilitation should come in addition to aid in other areas. There are three aspects worth considering:

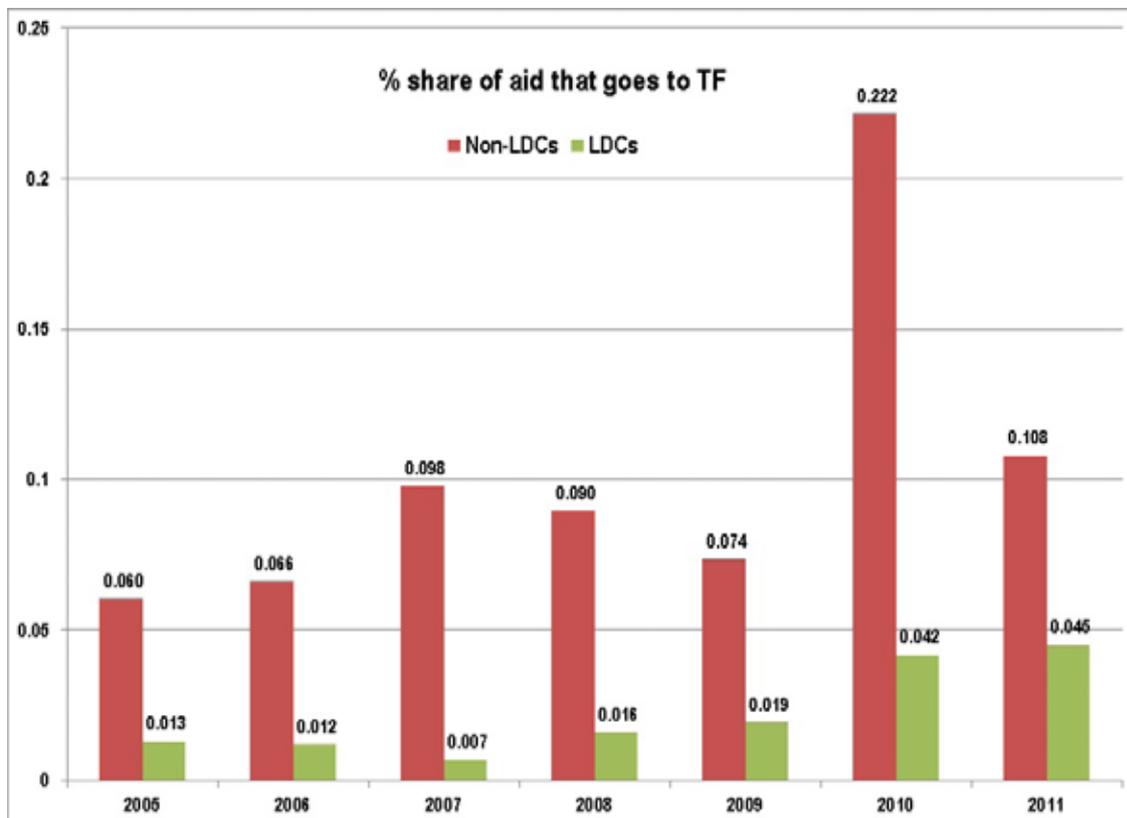
- 1) Aid for Trade Facilitation is a good investment with a high rate of return. Practically, all trade facilitation measures will in the medium term reduce expenditures not only for traders, but also for Customs and other agencies, and most measures may entail increased revenue from taxes and duties levied on trade.
- 2) Although trade facilitation may compete with other priorities (schools, hospitals, roads...), it is mostly a relatively low cost investment. Even without any additionality, if aid for trade facilitation in LDCs were to be doubled, this would only lead to a reduction of funds for other activities by 0.05%.
- 3) Successful trade facilitation reforms will reduce the effective costs of other ODA, as the necessary expenditures for getting internationally sourced goods and services to the recipient LDCs will go down.

All in all, in spite of the recent positive trend of increased aid for trade facilitation, there is

still a strong case to be made for additional efforts in support of LDCs.

\*See also UNCTAD Transport Newsletter # 51, 3rd Quarter 2011. [www.unctad.org/transportnews](http://www.unctad.org/transportnews). In the earlier article, only technical assistance was included, while in this article we include all ODA. The exact figures may vary depending on the applied search criteria in the OECD DAC data base (all ODA or just technical assistance; expenditures or commitments; bilateral or multilateral; DAC members only or also other development partners, trade facilitation negotiations support or trade and transport facilitation in a broader context, etc.). The three key key points highlighted here do not change. Readers may want to undertake their own comparisons with the comprehensive data available under <http://www.oecd.org/dac/stats/>

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Source: UNCTAD, based on data from OECD DAC.

NB: only includes «Trade Facilitation» as per the OECD data base, which follows a narrow definition linked to trade facilitation negotiations.

# IMPROVING TRADE MODELS BY INCLUDING DATA ON LINER SHIPPING CONNECTIVITY

Traditional trade models tend to be based on “gravity” models, which include distance between countries as an explanatory variable of bilateral trade flows. The basic underlying assumption is that countries that are further away from each-other will incur higher trade costs and, thus, trade less with each-other.

In the current year 2013, UNCTAD will publish the 10th annual country-level “Liner Shipping Connectivity Index” (LSCI) and is working on a first bilateral, pair-of-country “Liner Shipping Bi-lateral Connectivity Index” (LSBCI). One of the objectives of developing these indices is to improve international trade models. By providing data on access to shipping services, UNCTAD aims at helping researchers and policy makers to gain a better understanding of transport connectivity, which is a key component of actual trade costs. Such data complement the reliance on the traditional variables, such as distance.\*

By way of example, the below figure illustrates the correlation between bilateral trade in manufactured goods (which is largely transported by containerized international liner shipping services) and the number of carriers competing on direct services between the trading partners. The correlation should not be misinterpreted with causality:

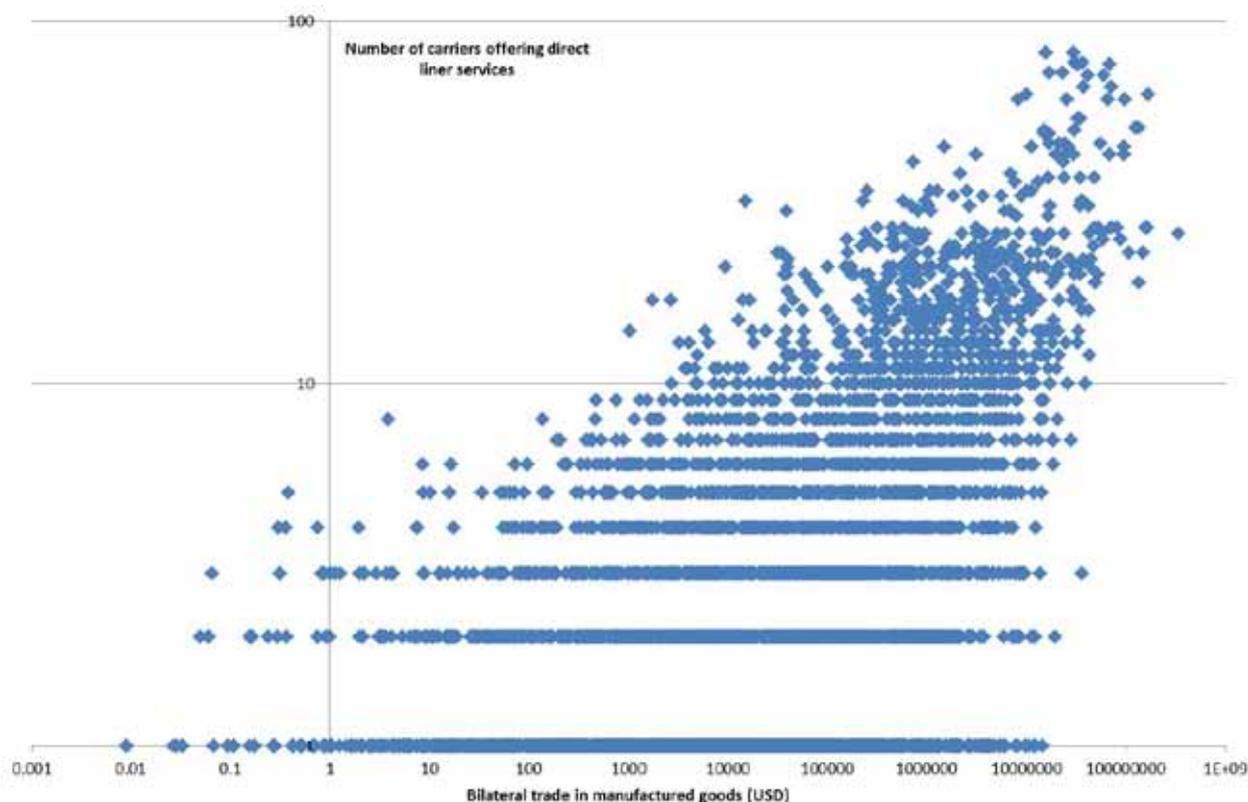
Demand (trade) is a key determinant of supply (shipping services).

Several recent studies have made use of UNCTAD’s country-level LSCI and concluded that the liner shipping connectivity is an important determinant of trade and of trade costs.\*\* Extending the research by including country-pair connectivity data, preliminary results by UNCTAD suggest that trade models can be improved further. For example, an increase by 1% of the maritime distance between two countries will likely reduce trade by about 0.3 to 0.4%, while an increase by 1% of the number of common shipping connections is linked to an increase of bilateral trade by around 0.7%. If there is a direct service between two countries, trade can be expected to be four to five times higher than if they require a service with trans-shipment. If the geometric average of the two countries’ LSCI goes up by 1%, the bilateral trade increases by about 1.7%.

\*The LSCI data and explanatory notes are available under <http://stats.unctad.org/lsci>. Additional explanations and discussions can be found in Chapter 4 of the Review of Maritime Transport, <http://www.unctad.org/rmt>.

\*\*See for example a recent joint World Bank – UNESCAP paper for further references: “Trade Costs and Development: A New Data Set”, available under <http://siteresources.worldbank.org/EXTPREMNET/Resources/EP104.pdf>. The normalised beta of “liner shipping connectivity” is higher than the betas of “logistics performance”, “air connectivity”, “costs of starting a business” and “tariffs” combined.

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Correlating trade in manufactured goods with the number of carriers offering direct liner shipping services, logarithmic scale. Source: UNCTAD’s Liner Shipping Connectivity Matrix (LSCM). Data in this sample is for 2008.

## TOOLS TO ASSESS PORT LOGISTICS PERFORMANCE

During the last ad hoc Expert Meeting organised by UNCTAD in December last year (see Transport Newsletter n°56, page 4), the difficulties to collect reliable data for assessing port performance were intensively discussed by representatives of governments, international organizations, industry and academia. The development of the liner shipping connectivity index (see previous article) is one example of UNCTAD's contribution to this challenging task, and it was presented at the conference on Port Logistics Performance which took place in La Havre, France, on 13-15 November 2012.

During the three day conference organised by French Customs and the Institut Supérieur d'Étude Logistiques (ISEL), different methodologies for the measurement of logistic performance were presented and analysed. Research programmes, scientific productions and partnerships were discussed and planned. More concretely, the following projects were presented:

- the World Bank on Logistics Performance Index (LPI),
- the International Monetary Fund (IMF) on the construct of country level aggregates of trade facilitation measures from firm level responses in the Enterprise Surveys and comparing them with the Doing Business indicators, the Logistics Performance Index and the Enabling Trade Index,
- the World Customs Organization (WCO) on Time Release Study (TRS) frameworks and several case studies,
- UNCTAD on the Liner Shipping Connectivity Index (LSCI),
- UNESCAP on Trade Cost Study,
- French Customs on a Cargo Community System called AP+ (<http://www.douane.gouv.fr/menu.asp?id=928>)

At the in-session workshops, discussion went on to explore the E-Maritime observatory launched by the ISEL. Suggestions were made on information flow particularly on various ways information was structured and about its interoperability; on the details and intricacies of information; commercial vs. customs data; on the impact of security

measures vis-à-vis costs, risks, and responsibility; on sustainability issues on both socio and environmental dimensions; and on the role of clusters such as investment, scale returns, and hinterland. As a follow up of this workshop, starting January 2013, the first version of the E-Maritime observatory (EMO) site has been launched. Feedback is being gathered to improve future versions of this tool (<http://agenceiceberg.net/emo/>)

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Benin

# UNCTAD PROJECT ON NATIONAL PLANS FOR THE IMPLEMENTATION OF A FUTURE WTO TRADE FACILITATION AGREEMENT: PROGRESS IN JORDAN, NICARAGUA, MEMBERS OF OECS AND SURINAME

In the framework of the UNCTAD two-year project on Implementation Plans for a future WTO Trade Facilitation Agreement, (cf. Transport Newsletters No. 53, pp. 12-13; No. 54, p.15 and No. 55, p.5), validation conferences were held in Nicaragua and six participating countries members of the Organisation of East Caribbean States and Suriname. The project activities were launched in Jordan.

## Jordan

Stakeholders' consultations have started in Jordan, the only Middle Eastern country participating in the project, with the support and the supervision of the Ministry of Trade and Industry. The first round of interviews will mobilize the key TF stakeholders, including Jordan Customs Department, Aqaba Ports Corporation, Ministry of Transport, Ministry of Agriculture Ministry of Industry & Trade, Jordan Chamber of Commerce and Jordanian Exporters Association. The consultations will also draw upon the experience of the Jordanian's Trade and Transport Facilitation Programme and the expertise of the TTF Executive Committee. The validation conference in Jordan is scheduled for 26-27 May 2013.

## Nicaragua

More than 60 stakeholders from the private and public sectors participated in the Validation Conference that was held on 23 - 24 January 2013 in Managua, Nicaragua.

## Suriname

The UNCTAD project was launched in Paramaribo, Suriname, on 21 February 2013 with the strong support of the Minister of Trade, Mr. Raymond Sapoen. A total of 35 representatives of trade facilitation stakeholders assisted to the presentation of the project. The validation conference took place in Paramaribo on 16 - 17 May 2013.

## OECS Member States

The OECS Member States engaged in a series of national validation conferences from February to May 2013. Consultations took place in Saint Lucia on 18-19 February, and continued in Saint Vincent and the Grenadines on 21-22 February, Antigua and Barbuda on 25-26 February, Dominica on 28 February - 1 March, Grenada on 26-27 March and Saint Kitts and Nevis on 15-16 May.

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Minister Mr Sapoen in the opening ceremony in Suriname



Participants at the validation conference of Nicaragua

## UNCTAD BEGINS SECOND CYCLE OF PORT TRAINING PROGRAMME IN DJIBOUTI

**Twenty-six port officials in Djibouti, including eight women, have started a twelve-month programme to learn modern port-management techniques.**

This second cycle of the UNCTAD Train-forTrade Port Training Programme began on 9 February. Those who complete the instruction will receive the UNCTAD Modern Port Management Certificate.

The first training cycle, held from 2010 to 2012, resulted in the certification of 15 middle managers from the country's main port. This success convinced the Port of Djibouti to continue the programme.

Gonzalo Ayala, one of the programme coordinators, was sent by UNCTAD to help with the delivery of Module 1 of the new training cycle. He taught alongside senior managers from the port community who had been trained previously by UNCTAD to serve as local instructors.

To graduate, candidates must complete eight modules, for a total of 240 hours of in-class instruction. The modules cover all relevant aspects of managing a modern port. Students also must write and defend a dissertation before a panel of international port experts.

Located at the southern entrance to the Red Sea, the Port of Djibouti provides a secure regional hub for the transshipment and relay of goods. Since 1998, the port has handled 100 per cent of Ethiopia's maritime traffic. It is ideally located to serve the Common Market for Eastern and Southern Africa (COMESA), which has 19 member countries and a combined population of 380 million.

UNCTAD's Port Training Programme is run through the Human Resources De-

velopment Section of the TrainForTrade programme. It is now offered in English, French, Portuguese and Spanish. Since its inception in 1996, the programme has certified over 850 middle managers in port communities in Africa, Asia and Latin America. In addition, over 500 senior port managers have been trained as local instructors.

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Port officials in Djibouti embark on a twelve-month programme to qualify for the UNCTAD Modern Port Management Certificate. Picture from the UNCTAD TrainForTrade Team.

# TRADE FACILITATION AND PAPERLESS TRADE IN ASIA: RESULTS FROM AN EXPERT SURVEY

**Although trade facilitation in Asia-Pacific region has received increasing attention for the past decade, a regional picture of the status has yet to be established. To fill in this gap, ESCAP, with the support of the Asian Development Bank (ADB), undertook an expert survey to examine the readiness and progress made in implementing trade facilitation in the region, in particular with regard to single window, paperless trading and transit facilitation.**

Survey questionnaires were completed by participants to the Asia-Pacific Trade Facilitation Forum (APTFF) 2012 involved in trade facilitation in their own countries, as well as other selected experts. Following consistency checks and collection of additional and complementary data by ESCAP after the Forum, a dataset of trade facilitation implementation in 26 Asian countries was finalized for the year 2012. These countries include: nine out of 10 ASEAN member States (except Brunei Darussalam), all eight member States of the South Asian Association for Regional Cooperation (SAARC), five countries from East and North-East Asia (China, Japan, Mongolia, Republic of Korea and Russian Federation), and three countries from Central Asia (Azerbaijan, Kyrgyzstan and Uzbekistan). In addition, a response from Turkey was also received.

The survey results showed that countries have reportedly made good progress in implementing a number of the trade facilitation measures under negotiations at the WTO, such as publication of trade regulations and stakeholder consultations on draft regulations. Encouragingly, implementation of trade

facilitation measures has not been limited to higher middle-income countries and has also taken place in least developed countries and economies in transition, such as Lao PDR and Kyrgyzstan.

Almost all countries surveyed have implemented customs automation systems. Many are also moving towards single window systems. Much work remains to be done in terms of implementing cross-border exchange and recognition of trade-related documents, however. The results also suggest that implementation of transit facilitation measures is lagging behind. This latter finding is of particular concern given the fact that implementation of many of the transit measures is not a priority and would have a very beneficial effect on LLDCs.

The survey results also revealed key areas in which Asian countries may focus their efforts to further progress trade facilitation. Some of the most frequently mentioned areas include enhancing cooperation and coordination among the different actors involved in trade transactions and their control to streamlined

procedures, building human resource capacity to implement trade facilitation measures, including national single window systems.

Overall, the survey provided a unique set of data on trade facilitation implementation in a large number of Asian developing countries. Conducting the survey on an annual basis while expanding its geographic coverage will ultimately provide a more accurate understanding of the progress made in implementing various measures, as well as of the specific need for regional cooperation and capacity building in this area.

*More information is available at <http://www.unescap.org/tid/projects/tforum12-survey.asp>.*

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Nepal

# NATIONAL STAKEHOLDER CONSULTATIONS ON BUSINESS (TRADE) PROCESS ANALYSIS (BPA) FOR AGRICULTURAL TRADE FACILITATION IN SOUTH AND SOUTHEAST ASIA

The Trade and Investment Division (TID) of United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) is co-implementing a project titled: Network for Knowledge Transfer on Sustainable Agriculture Technologies and Improved Market Linkages in South and Southeast Asia (SATNET Asia). The general objective of this project is to support innovation in the fields of trade facilitation and sustainable agriculture technologies in order to improve food security in these sub-regions. The Trade Facilitation work package aims at identifying trade facilitation measures that may particularly contribute to poverty reduction, promote intra-regional learning and building ca-

capacity of developing countries in the Asia-Pacific region to implement them.

In order to identify the bottlenecks of trade processes and recommend a set of Trade Facilitation measures of agro or food products, the Trade and Investment Division of ESCAP has commissioned Business Process Analysis Studies in five countries on Export and Import of agricultural or food products in South and Southeast Asia. The National Stakeholder Consultations will provide an opportunity to share the findings of the Studies, validate them and most importantly, identify few recommendations that will make trade processes more efficient for these

and similar products. One meeting has taken place in Vientiane on 28 February 2013 and the rest are going to take place according to the schedule below:

- Dhaka, Bangladesh on 14 March 2013
- PhnomPenh, Cambodia on 28 March 2013
- Kathmandu, Nepal on 5 April 2013
- Yangon, Myanmar on 5 May 2013

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Bangladesh

## ESCAP RESOLUTION 68/3 ON ENABLING PAPERLESS TRADE FOR TRADE FACILITATION

Although some countries in ESCAP have very advanced paperless trade systems in place, trade procedures in some ESCAP developing countries remain very inefficient. For example, the time to complete trade procedures can be three times the OECD average. Such disparity makes it difficult or impossible to exchange cross-border trade information.

In this context, the ESCAP member countries adopted ESCAP Resolution 68/3 on

“Enabling paperless trade and the cross-border recognition of electronic data and documents for inclusive and sustainable intraregional trade facilitation” at the 68th Session of the ESCAP Commission convened in May 2012. In this Resolution, among the other issues addressed, the ESCAP member countries were invited to work towards the development of regional arrangements on the facilitation of cross-border paperless trade. Accordingly, the ESCAP secretariat was requested to facilitate the process, and to continue and

further strengthen its support for capacity-building activities related to trade facilitation and paperless trade.

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# THE INLAND TRANSPORT COMMITTEE CELEBRATES ITS 75TH JUBILEE SESSION WITH A MINISTERIAL MEETING AND NEW COMMITMENTS

**The Inland Transport Committee (ITC) of the United Nations Economic Commission for Europe (UNECE) held its 75th jubilee session from 26 – 28 February 2013, at the Palais des Nations in Geneva.**

The opening of the session, on 26 February (morning), was conducted as a Ministerial Meeting, which was attended by more than forty Ministers of Transport, ambassadors and other high ranking delegations from all major countries across Europe and Asia. In his opening address, Mr. Sven Alkalaj, United Nations Under-Secretary-General and Executive Secretary of the United Nations Economic Commission for Europe highlighted the role of sustainable transport in the United Nations Secretary General's Action Agenda for his Second Term and as outcome of the 2012 Rio+ Conference, paving the way for transport to be included transport as a future Sustainable Development Goal (SDG). He further called upon countries to adopt and sign two political declarations, which demonstrate the readiness and commitment of countries to collaborate in and contribute to the development of efficient, safe and secure Euro-Asian Transport links, under the auspices of the United Nations.

Further to this invitation, thirty two Ministers signed a Joint Statement on future development of Euro-Asian Transport Links, whereas thirty seven signed a Joint Declaration on Unified Railway Law. Both documents express the political willingness of countries from Europa and Asia to further develop and promote rail and road transport as contributing to the economic progress of all countries in the region. In more than twenty statements, Ministers, ambassadors and high

level representatives from governments and international organizations expressed their support for both initiatives, qualifying them as milestones towards further facilitation of transport across the Euro-Asian landmass.

A further ceremony to celebrate the 75th jubilee session, was the unveiling of a special photo exhibition with the title "Transport in Motion" by the UNECE Executive Secretary, Mr. Sven Alkalaj. More than 300 photos from 22 countries showcase infrastructure achievements along Euro-Asian transport routes, underpinning their cultural and economic significance from a social perspective. The exhibit will remain on display at the Palais des Nations through mid-March.

The regular meeting of ITC, which started in the afternoon of 26 February, continued until 28 February 2013 and was dedicated to a great variety of issues under the competence of ITC, relevant to road, rail, inland water and intermodal transport, to vehicle regulations and to transport of dangerous goods. Among the cross-cutting issues, governments discussed their follow up plans to Rio+20 in the field of transport and the possible establishment of sustainable transport as a future sustainable development goal, road safety and the celebration of the second United Nations Global Road Safety week (6-13 May 2013), a new assessment methodology on transport and competitiveness and priorities in technical assistance and capacity building activities.

Within the framework of the 75th Jubilee session, UNECE also hosted an international conference dedicated to Road and Rail Financing, which took place on 25 February 2013.

The Conference attracted more than one hundred internationally renowned experts and representatives of international organizations, as well as international financial institutions and donors. Discussions on innovative funding solutions for transport infrastructure, intelligent transport systems, best practices and common challenges on public and public-private funding, as well as a policy dialogue on unified railway law took place during the conference.

Special attention was given to the innovative funding solutions for transport infrastructure such as land value taxation, intelligent transport systems (ITS), electronic tolling systems and Public Private Partnerships (PPP).

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Ministers and dignitaries share a family moment to mark the 75th Jubilee session of the Inland Transport Committee. Picture from the Team of the Transport Division of UNECE.

# EAST AND CENTRAL AFRICA NORTHERN CORRIDOR TRANSPORT OBSERVATORY PLATFORM

The Northern Corridor is a multi-modal corridor, encompassing road, rail, pipeline and inland waterways transport. It is the busiest and most important transport route in East and Central Africa, providing a gateway through Kenya to the landlocked economies of Uganda, Rwanda, Burundi and Eastern DR Congo. It also serves Southern Sudan since it broke away from Khartoum.

Transit Transport Coordination Authority of the Northern Corridor (TTCA-NC) whose Secretariat is based in Mombasa, Kenya, was established to oversee the implementation of the Northern Corridor Transit Agreement (NCTA) provisions and to safeguard the interests of the member states and corridor users. NCTA's main objective includes enhancing and ensuring the seamless movement of trade and traffic across the region. Its signatories include the Northern Corridor member states and primary corridor users which are Kenya, Uganda, Rwanda, Burundi and the Democratic Republic of Congo.

The improved performance of the Northern Corridor, through its trade infrastructure, is critical to East Africa's economic prosperity, as it is the main corridor through which import and export merchandise enters and exits the region. Growth of international and intra-regional trade is recognized as one of the key factors towards achieving greater economic growth and regional integration for the Northern Corridor (NC) Member States.

However, this growth in the TTCA-NC member states is hampered by high costs of doing business, high costs of transportation, numerous non-tariff barriers, delays and associated administrative costs on the transit logistics chain, the costs of which are all passed down eventually to the end consumer of the goods of the member states. This has a direct negative impact on the quality of lives

for citizens of the TTCA-NC member states.

Given that the region is a net importer, this is also a factor that makes the region very uncompetitive compared to other world markets and economies. Up to 37 % of total logistics costs in land-linked countries of the TTCA-NC Member States are attributable to road transport costs for importing goods. Delays on the transport corridors have been estimated to cause a loss of an estimated \$800 per day of delay per truck, hence increasing the cost of doing business in the region.

Identification of the causes of these delays (at ports, borders, weighbridges and the transit route) will provide informed and evidence-based opportunities for the development of and putting policies in place towards resolving these causes of delays.

TradeMark East Africa (TMEA) is supporting the TTCA-NC with collaboration from the Kenya Transporters Association (KTA) to develop a tool that will continuously identify and map the various bottlenecks, including non-tariff barriers to trade along transit routes, and to create a platform that will then be used by policy makers to propose workable solutions to eliminate the identified hurdles. This platform will also be used towards monitoring the corridor performance to highlight the problems that need to be addressed, but to also identify positive changes that can be replicated for greater success.

On 6th December 2012, TTCA-NC launched the Transport Observatory Project (TOP). The TOP will monitor performance along the Northern Corridor through identifying total time delays from all possible causes as a means towards establishing an evidence-based regional platform that can be used by the TTCA-NC as an operational tool and by the region's policy makers.

The TOP will assist in:

- Identification of areas for improvement in relation to targets (or benchmarks).
- Provision of a set of tools for diagnosing problems/bottlenecks on the corridor.
- Measuring the evolution of the corridor leading to the measurement of the effectiveness of programs designed to address problems/bottlenecks identified during the diagnostic phase.
- Provision of key reliable information to policy makers in the region to facilitate formulation of policies that lead to better transit and trade facilitation and cooperation between TTCA-NC member states.

The delays will be analyzed using a set of indicators disaggregated by cause, location, date, time of day as well as, define parameters such as direction of travel, nationality of vehicles and types of cargo. The data collected will be stored in a database for analysis



Trucks queuing at the Malaba border between Kenya and Uganda.

and dissemination online at <http://top.ttcanc.org> and also use offline methods.

Information analysed from this process will be disseminated to partner states through various government agencies, private sector and civil society organizations and the media, with the view of informing decision making, problem solving and policy formulation towards the improvement of the Northern Corridor's performance.

Ultimately, this is expected to have an impact on improving the business environment in the region by reducing the costs of transport, the costs of doing business and leading to the improvement of livelihoods in the EAC region and for the Northern Corridor Member States.

TMEA has also delivered 100 global positioning system (GPS) kits to the KTA so that data can be collected through KTA members to assist in developing the 25 indicators so far identified. These indicators include monitoring of time wastage along the trade routes associated with multiple stoppages, identification of the causes of these delays, qualitative and quantitative indicators to monitor node performance on the corridor (e.g. ports and border stations) as well as indicators on costs and fees charged at various points on

the Northern Corridor (at the port of Mombasa, borders, weighbridges and the transit route).

This data once analysed will provide informed and evidence-based opportunities for the development and implementation of policies towards resolving these delays for cost effective operations. Currently, the TOP incorporates data ranging from various stakeholders' ICT systems and roads surveys and the results can now be disseminated by an online web based system (<http://top.ttcanc.org>) as well as a quarterly report so that key issues can be identified, discussed and be resolved in a timely and effective manner. The established TOP framework is presently capable of monitoring, measuring and tracking up to 25 key performance indicators related on volume and capacity, transit time and delays, rates and costs, efficiency and productivity.

The TOP is implemented through the following activities:

- The implementation of a web-based system at the TTCA-NC to host and disseminate corridor performance indicators online.
- The undertaking of data collection activities and enforcement of data exchange agree-

ments with participating stakeholders.

- The cleaning up of collected data and creation of data sets that are useful to develop the agreed indicators necessary for corridor performance.
- The undertaking of periodic road surveys to validate the findings of the computerized data and to identify the causes of choke points evident in the computerized data.
- With the assistance of the KTA, to undertake data collection using the GPS devices to collect more accurate data over a wider sample of transporters
- The preparation of quarterly reports to be discussed at least once a year in a stakeholder's forum as the first step towards harmonizing the TOP tool in to the policy discussions.

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Border Burundi / Democratic Republic of Congo

# REDUCING SUPPLY CHAIN BARRIERS COULD INCREASE GLOBAL GDP UP TO SIX TIMES MORE THAN REMOVING ALL IMPORT TARIFFS

**New report finds that improvements in border administration and transport and telecommunications infrastructure and services could result in an up to 4.7% increase in global GDP, far outweighing potential income gains from complete elimination of import tariffs.**

**Governments should take a holistic approach that considers the entire supply chain, focusing on all policies that impact supply chain efficiency to improve national competitiveness.**

**SME sector would witness increased trade with solutions to specific constraints that disproportionately affect smaller companies.**

Reducing supply chain barriers could increase global GDP and world trade much more than reducing all import tariffs, according to a new report released by the World Economic Forum in collaboration with Bain & Company and the World Bank.

Enabling Trade: Valuing Growth Opportunities finds that if all countries reduce supply chain barriers halfway to global best practice, global GDP could increase by 4.7% and world trade by 14.5%, far outweighing the benefits from the elimination of all import tariffs. In comparison, completely eliminating tariffs could increase global GDP by 0.7% and world trade by 10.1%. Even a less ambitious set of reforms that moves countries halfway to regional best practice could increase global GDP by 2.6% and world trade by 9.4%. Economic gains from reducing supply chain barriers are also more evenly distributed across countries than the gains associated with tariff elimination. Regions that stand to benefit in particular under these scenarios are sub-Saharan Africa and South East Asia. Such large increases in GDP would be associated with positive effects on unemployment, potentially adding millions of jobs to the global workforce.

According to the report, lowering supply chain barriers is effective because it eliminates resource waste and reduces costs to trading firms and, by extension, lowers prices to consumers and businesses. Supply chain barriers can result from inefficient customs and administrative procedures, complex

regulation and weaknesses in infrastructure services, among many others. The supply chain is the network of activities involved in producing and getting a product to consumers, and spans the manufacturing process as well as transport and distribution services.

Enabling Trade: Valuing Growth Opportunities was initiated by the Forum's Global Agenda Councils on Logistics & Supply Chains and Global Trade & FDI. The report provides a wealth of information regarding how policies can create unnecessary supply chain costs and inefficiencies based on 18 case examples spanning multiple industries and regions. The case examples highlight that clusters of policies jointly impact supply chain performance; that a concerted approach is needed to cut across different policy domains; that there may be specific tipping points that need to be achieved for reductions in supply chain barriers to have a significant impact on trade; and that small and medium enterprises (SMEs) tend to face proportionally higher supply chain barriers and costs.

The report recommends that governments create a focal point to coordinate and oversee all regulation that directly impacts supply chains; that public-private partnerships be established to undertake regular data collection, monitoring and analysis of factors affecting supply chain performance; and that governments pursue a more holistic, supply-chain-centred approach towards international trade negotiations to ensure that trade agreements have greater relevance for

international business and do more to benefit consumers and households.

"The Forum's Enabling Trade programme has endeavoured to highlight the fundamental attributes that enable a country to facilitate trade," said Børge Brende, Managing Director, World Economic Forum. "Through a vivid repository of case studies, which provide an on-the-ground view of everyday barriers that companies face along trade lanes, this report shows that removing barriers to supply chains can enhance economic competitiveness and generate significant welfare benefits and jobs for countries."

"The case studies show that countries can lose their competitive advantage in terms of factor costs, if the costs associated with their supply chain barriers are high," said Mark Gottfredson, Partner, Bain & Company. "The lesson for companies is the importance of understanding supply chain barriers and how the associated costs and delays can erode other sourcing advantages. For example, a case study on the apparel industry illustrates how delays at the border, inconsistent application of regulations, and infrastructure issues completely offset significant labour cost advantages for many countries."

"Supply chain barriers are more significant impediments to trade than import tariffs," said Bernard Hoekman, Director of the World Bank's International Trade Department, who is also the Chair of the Forum's Global Agenda Council on Logistics & Supply Chains. "Lowering these barriers will reduce costs for

businesses, and help generate more jobs and economic opportunities for people.”

Some examples from the 18 country and sector case studies in the report include the following:

- In Brazil, managing customs paperwork for exports of agricultural commodities can take 12 times longer than in the European Union (a full day versus a couple of hours).
- Poor quality infrastructure services can increase the input material costs of consumer goods by up to 200% in certain African countries.
- In Madagascar, supply chain barriers can account for about 4% of total revenues of a textile producer (through higher freight costs and increased inventories), eroding the benefits of duty-free access to export markets.
- Obtaining licenses and lack of coordination

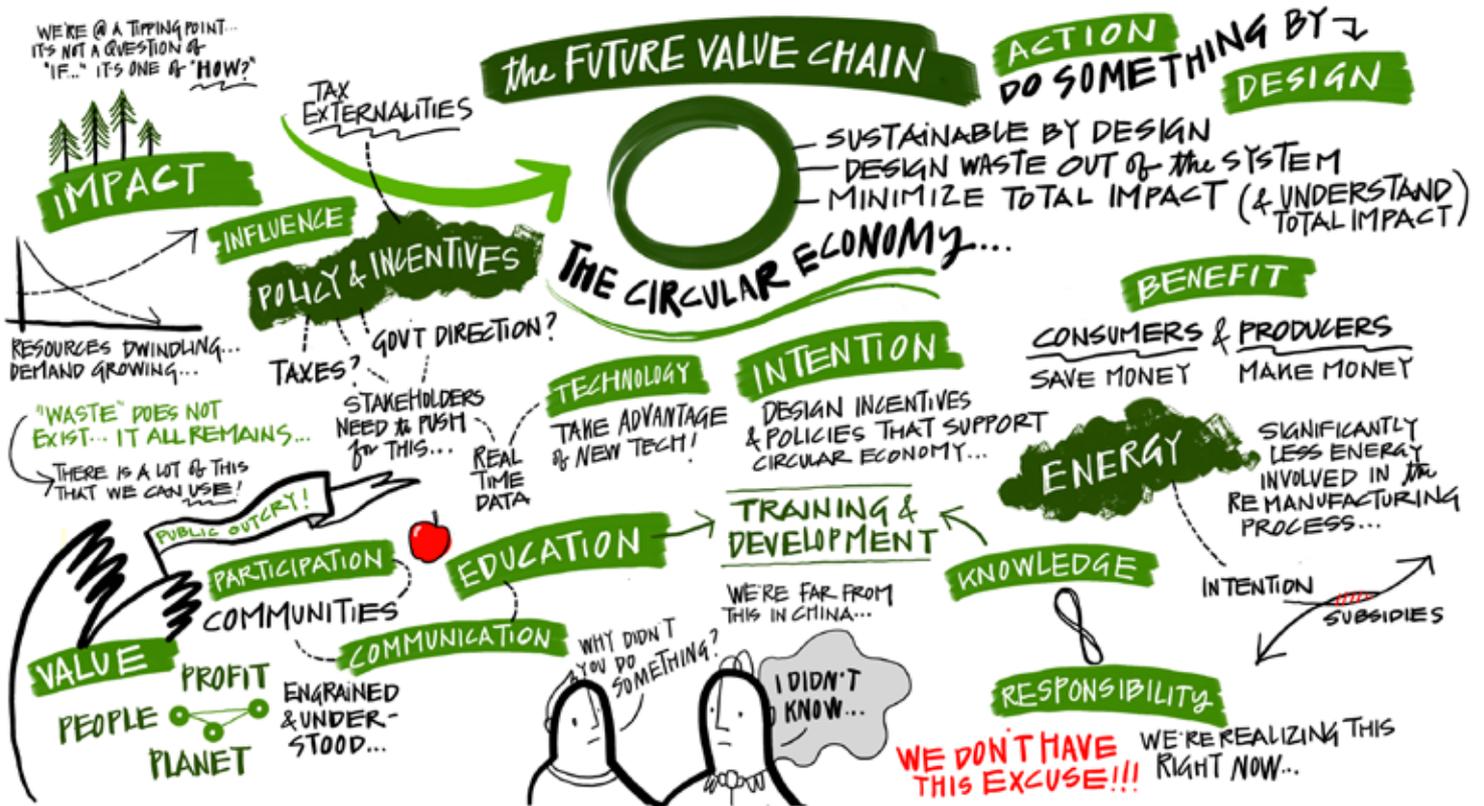
among regulatory agencies in the US lead to delays in up to 30% of chemical shipments for one company – each late shipment costs US\$ 60,000 per day.

- In Russia, product testing and licensing in the computer sector can lead to high administrative costs and delay time-to-market anywhere from 10 days to eight weeks.
- Local content requirements, rule-of-origin restrictions and pilferage at the border, can increase costs by 6-9% of consumer technology products in the Middle East and North Africa.
- Eliminating supply chain barriers in the South East Asian rubber market could reduce carried inventories by 90 days, representing a 10% reduction in product cost.
- India's Preferential Market Access regulation, which provides preference for locally produced high-tech products in government

procurement, could increase costs by 10%, over the cost of imports.

- Adopting electronic documentation for the air cargo industry could yield US\$ 12 billion in annual savings and prevent 70-80% of paperwork-related delays.
- Easing regulatory compliance of international trade that SMEs face when selling through the Internet could increase cross-border SME sales by 60-80%.

Source: World Economic Forum, Oliver Cann (oliver.cann@weforum.org)



Graphic Facilitation by THE VALUE WEB | World Economic Forum Annual Meeting 2013 Davos-Klosters | 23-26 January 2013

Graphic Facilitation by THE Value WEB for the World Economic Forum Annual Meeting in Davos-Klosters, January 2013

## OECD TRADE FACILITATION INDICATORS: TRANSFORMING BORDER BOTTLENECKS INTO GLOBAL GATEWAYS

International trade is the engine of the global economy. More people, goods and services are crossing borders than ever before. But trade is changing - today, products and the services that go with them are made from parts that are sourced from all over the world.

As goods cross borders many times, first as inputs and then as final products, fast and efficient customs and port procedures are essential. Unduly complex processes and documentation raise costs and cause delays, and ultimately, businesses, economies and consumers bear the cost. Conversely, a country where inputs can be imported and goods and services can be exported within quick and reliable time frames is a more attractive location for foreign firms seeking to invest.

To help governments improve their border procedures, reduce trade costs, boost trade flows and reap greater benefits from international trade, OECD has developed a set of trade facilitation indicators that identify areas for action and enable the potential impact of reforms to be assessed.

Estimates based on the indicators provide a basis for governments to prioritise trade facilitation actions and mobilise technical assistance and capacity-building efforts for

developing countries in a more targeted way.

The OECD indicators cover the full spectrum of border procedures, from advance rulings to transit guarantees, for 133 countries across income levels, geographical regions and development stages.

OECD analysis shows that trade facilitation measures can benefit all countries in their role as exporters as well as importers, allowing better access to inputs for production and greater participation in the global value chains that characterise international trade today.

Comprehensive trade facilitation reform is more effective than isolated or piecemeal measures.

The potential cost reduction of all the trade facilitation measures combined is greater than the sum of their individual impacts -almost 14.5% for low-income countries, 15.5% for lower-middle-income countries, 13.2% for upper-middle-income countries and 10% for OECD countries.

Harmonising and simplifying documents would reduce trade costs by 3% for low-income countries and by 2.7% for lower-middle-income countries.

Streamlining procedures would bring further trade cost reductions of 2.8% for upper-middle-income countries, 2.2% for lower-middle-income countries and 1% for OECD countries.

Automating processes would also reduce trade costs by 2.3% for low-income countries, 2.1% for lower-middle-income countries, 2.4% for upper-middle-income countries and 2.1% for OECD countries.

Ensuring the availability of trade-related information would generate cost savings of 2% for OECD countries, 1.6% for low-income countries and 1.4% for lower-middle-income countries.

Advance rulings on customs matters would also bring cost reductions of 1.5% for lower-middle-income countries, 1.2% for upper-middle-income countries and 1% for OECD countries

*Source: OECD, <http://www.oecd.org/trade/facilitation/indicators.htm>*

## DEVELOPING COUNTRIES FACE HIGHER TRADE COSTS

Although the international economy has integrated considerably in recent decades, a new database developed jointly by the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) and the World Bank reveals that trade costs fall disproportionately on developing countries.

The new Trade Costs database uses an innovative method to estimate trade costs in agriculture and manufactured goods, opening new analytical possibilities for policymakers and researchers interested in trade integration. According to the research, trade costs are influenced to varying degrees by distance and transport costs, tariff and non-tariff measures, and logistics. The new data, which cover the time period 1995-2010, stress the

importance of supply chains and connectivity constraints in explaining the higher costs and lower levels of trade integration observed in developing countries.

One of the key findings triggered by the database is that two areas amenable to policy interventions—maritime transport connectivity and logistics performance—are very important determinants of bilateral trade costs, with an effect comparable to that of geographical distance.

A clear implication of the research is that there is much for developing countries to learn from each other in terms of the set of policies that work effectively to reduce trade costs. This new dataset can be a powerful

tool for practitioners and policymakers to do so, especially in combination with other methodologies, data sources, and expertise on the ground.

*Source: World Bank. For more information, please visit: <http://www.worldbank.org/en/news/press-release/2013/02/06/developing-countries-face-higher-trade-costs>*

## PUBLICATIONS

### Maritime reefer trade in East Coast of South America

Ruth O. Vagle

Published by the UN Economic Commission for Latin America and the Caribbean This issue analyses the reefer export market in Brazil, Argentina and Uruguay. The work defines the main export markets, volumes and commodity types. Particular emphasis is given to seaborne transport and the development of the containerized reefer trade in the sub-region on the major trade lanes from the East Coast of South America (ECSA) to Asia, Europe and North America. Maritime Bulletin 52 serves as a continuance of the Maritime Bulletin 50, which looked into the maritime reefer trade in the West Coast of South America.

<http://www.cepal.org/usi/noticias/noticias/7/49297/>

[MaritimeBulletin52.pdf](#)

### Trade Costs and Development: A New Data Set

Jean-François Arvis, Ben Shepherd, Yann Duval, and Chorthip Utoktham.

The World Bank and the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) jointly prepared a new global data set of bilateral trade costs based on trade and production data. Accessible on the World Bank Open Data Web site, it opens new analytical possibilities for policy makers and researchers working on trade integration. The data stress the fact that Liner Shipping Connectivity is a determinant of bilateral trade costs. In fact the importance of supply chains and connectivity constraints helps explaining the higher costs and lower levels of trade integration observed in developing countries.

<http://siteresources.worldbank.org/EXT-PREMNET/Resources/EP104.pdf>

### What Promises Does the Eurasian Customs Union Hold for the Future?

Francisco G. Carneiro

Established in 2010, the Eurasian Customs Union (ECU) carries significant economic weight as three of its member countries represent a potentially large consumer market. Drawing on existing literature that has studied the likely impacts of the ECU in Central Asia, this note discusses the ECU's pitfalls and potential benefits. After briefly describing the main features of the ECU, this note assesses whether the changes introduced after its establishment have benefitted all of its members equally, and concludes with a discussion of what will need to change to achieve the ECU's full potential. Available evidence suggests that the Russian Federation has been the main beneficiary in the short term, but that there are several benefits to be gained by other members in the medium to long term. Full realization of these benefits, however, will require political commitment and steadfast action to reduce nontariff barriers (NTBs), improve trade facilitation, and reduce the costs of trading across borders in the region.

<http://siteresources.worldbank.org/EXTPREMNET/Resources/EP108.pdf>

## BOOKS IN FRENCH

### Les Corridors de Transport

Cette oeuvre qui a été publiée sous la direction de Yann Alix, inclut des articles tels que: Corridors de transport et évolution globale des échanges, définition et périmètre des grands corridors de transport fluvio-maritime, les observatoires des transports en Afrique Sub-saharienne, gouvernance des corridors de transport et des gateway, corridors de transport et construction du statut juridique de l'entrepreneur de transport multimodal.

It also includes articles in English such as: Maritime Highway Corridors into the Caribbean Seas, Perspective on the impact of the opening of the

expanded Panama canal in 2014; strategies and future development of transport corridors and Corridors of the Sea, an investigation into liner shipping connectivity.

Téléchargement gratuit: <http://www.editions-ems.fr/collection20-les-oceanides.html>

### Les Concessions Portuaires

Jean Grosdidier de Matons

Alors que les processus de concession se sont systématisés de par le monde,

cet ouvrage met aussi en avant les conditions critiques de l'exécution du contrat de concession en reprenant de nombreux exemples internationaux. Avec l'avènement des opérateurs globaux de terminaux, les cadres financiers de la concession font l'objet d'une attention toute particulière, soulevant les problématiques de la gestion des objectifs et des recettes de toutes les parties prenantes. Enfin, le contrôle et la régulation de la concession sont aussi abordés dans l'ouvrage avec une synthèse critique des avantages et inconvénients de différents modèles.

Une copie électronique gratuite peut être commandée sur le site: <http://www.sefacil.com>

## The Transport System and Transport Policy

Bert van Wee , Jan Anne Annema , David Banister

This text book is addressed at professionals and policy decision-makers across both public and private sectors.

It deals with the importance of transport accessibility and the impacts of transport on the environment and safety, policy issues relating to all of the discussed issues and prescribed future options, transport evaluation methods and modelling approaches. It also includes examples to highlight the linkages between components of the transport system – for example infrastructures, land-use, vehicle technologies – and the relevance of these linkages for decision making.

[http://www.e-elgar.co.uk/Bookentry\\_main.lasso?id=14573](http://www.e-elgar.co.uk/Bookentry_main.lasso?id=14573)

## Volume 40 Issue 2 of Maritime Policy & Management

This new volume of the Maritime Policy & Management includes interesting articles such as “CLustering logistics and shipping services in the time of troubled waters and free trade era” or “Impact of privatisation on port efficiency and effectiveness”.

<http://mpm.iame.info>

## Volume 15, Issue 1 of Maritime Economics & Logistics

This new volume of Maritime Economics & Logistics brings interesting articles on “Replenishment policies for empty containers in an inland multi-depot system” or “Using the truck appointment system to improve yard efficiency in container terminals”, among others.

<http://mel.iame.info>

## Shipping Co.: Maritime Cabotage Complicates Logistics and Adds Costs

World Economic Forum

National restrictions on cabotage – the movement of goods between two points within a country's borders – increase both the costs and environmental impact of those goods. Though justified for decades as national security measures, many cabotage regulations, particularly those affecting in-country transfers of imports and exports shipped by water, are motivated largely by protectionist concerns for local industries and employment.

The United States Jones Act and China's international relay regulations are examples of maritime cabotage that affect a significant share of global trade. While some countries have taken small steps toward liberalization, a mutual relaxation by the US and China of their regulations would set a global example for other nations to follow.

Read the whole case study here: <http://reports.weforum.org/global-enabling-trade-2013/view/shipping-co/>

## Transport reports and guides in West Africa

The Borderless Alliance has published some interesting transport related reports and guides for West Africa.

-Latest Road Governance Report (in French and English)

- Latest Road Governance Map (in French and English)

-Trucker's Guide in Burkina Faso (in French)

-Trucker's Guide in Togo (in French)

-Trucker's Guide in Mali (in French)

- Trucker's Guide in Ghana (in French and English)

These and other reports can be found here:

<http://www.watradehub.com/taxonomy/term/20/all>

## IT'S HAPPENING...

### Master of Arts in Ocean Governance

This Master's degree programme on Ocean Governance being offered by the University of Malta in collaboration with the International Ocean Institute is unique in its approach. It aims to forge a knowledge base that is essentially legal but which also delves into the natural and social sciences to determine how an effective regulatory framework should operate. The Master's in Ocean Governance serves to further enhance the development of learning and research in the field of marine resource management and maritime security from a multidisciplinary perspective. In this era of globalization and sectoral integration, capacity building in the regulation of ocean governance plays a pivotal role in ensuring safe and healthy oceans for the benefit of humankind and the planet.

[http://www.um.edu.mt/imp/courses/master\\_of\\_arts\\_in\\_ocean\\_governance2](http://www.um.edu.mt/imp/courses/master_of_arts_in_ocean_governance2)

# PROCEEDINGS AND UPCOMING EVENTS

## Global Commodities Forum

The Global Commodities Forum, organized by UNCTAD with the support of its partners, is a major multi-stakeholder meeting that took place on 18-19 March 2013. Its objectives were to discuss and find better solutions to perennial problems of the commodity economy.

<http://unctad.org/en/Pages/MeetingDetails.aspx?meetingid=203>

## OIC High Level Forum on Trade Facilitation and Single Window for Enhanced Regional Economic Cooperation”

The International Islamic Trade Finance Corporation (ITFC), member of Islamic Development Bank (IDB) Group and the GTRC's Trade and Transport Sub-team, organised an “OIC High Level Forum on Trade Facilitation and Single Window for Enhanced Regional Economic Cooperation” with Islamic Centre for Development of Trade (ICDT) under the auspices of the Ministry of Industry, Commerce and New Technologies of the Kingdom of Morocco, in Casablanca, Morocco in Casablanca, during 25-26 February 2013.

<http://www.itfc-idb.org/content/oic-high-level-forum-trade-facilitation-and-single-window-enhanced-regional-economic-coopera>

## Borderless 2013

The second annual conference of the Borderless Alliance, the USAID Trade Hub-supported private sector-led advocacy coalition, took place in Accra Ghana on 21-22 February 2013. UNCTAD participated with a presentation on Trade Facilitation and Connectivity.

<http://www.borderlesswa.com/initiatives/borderless-2013>

## Global Service Forum

The Global Services Forum will gather together prominent players in the services sector, from governments, the business world, and academia. It is a unique opportunity for sharing best practices and forming partnerships that promote growth in trade in services, and foster sustainable development.

Organized by UNCTAD together with the Ministry of Commerce of the People's Republic of China and The People's Government of Beijing Municipality. On the occasion of the China International Fair for Trade in Services (CIFTIS), 28 May-1 June 2013, Beijing, China

<http://unctad.org/en/conferences/gsf/2013/pages/home.aspx>

## International Conference on Ship Recycling, SHIPREC2013

Recycling is undoubtedly the most environmentally friendly way to dispose of ships at the end of their operational lives. Nearly all the materials on board can be recycled, re-used or refurbished. Ship recycling is faced with numerous challenges and there is growing public awareness of the associated environmental, safety and health hazard. The issue calls for continued scrutiny and debate and will be the main topic to be discussed during this event, 7-9 April in Malmö, Sweden.

<http://wmu.se/events/international-conference-ship-recycling-shiprec2013>

## Istanbul - Bringing Asia to the Gate of Europe and Essential Link in the Global Supply Chain

Co-hosted by UTIKAD, the European Freight and Logistics Forwarders announces an exciting agenda focusing on doing business with Turkey with discussion, debate and invitations to top speakers. The event will be held on 22-24 May in Istanbul.

<http://www.europeanfreightleaders.eu/en/plans-and-dates-2013/>



## VIDEOS

### Better understanding global trade flows

New analysis from the OECD and WTO breaks with conventional measurement of trade flows to reflect the way businesses increasingly disperse production chains across several countries. By looking at imports and exports in value-added terms, a fuller picture can be built up of international trade and commercial relations between nations.

<http://www.youtube.com/watch?v=RZKX-OSK41U&feature=youtu.be>

### Improving Trade in Nepal is a Long Road

An illustrative video of the World Bank on road and trade facilitation projects developed in Nepal. Everyone agrees that it takes way too long to export goods out of Nepal, and import goods in. The government of Nepal plans on changing that by improving its roads, modernizing its customs and trade procedures and creating internationally accredited inspection labs.

<http://www.youtube.com/watch?v=tMEtNb8Gqgs&feature=youtu.be>



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