

TRANSPORT NEWSLETTER

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT



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EDITORIAL

Dear readers,

In 2003, the General Assembly of the United Nations launched the 10 year Almaty Programme of Action (APoA), to address "The Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries". Over the 10 years of its implementation, the APoA has given the opportunity for significant progress in the analysis of the costs of landlockedness and the understanding of the intrinsic rationale of transit corridors economics. Time may have come now to also bring fresh thinking to the design and implementation of tailored solutions.

UNCTAD has, for a long time now, been a close partner of landlocked developing countries (LLDCs) in addressing their specific needs and has contributed over time to advance the improvement of transit systems. For instance, the supply chain systemic approach applied to transit operations, initially developed by UNCTAD in 2003, brought a major breakthrough in the analysis and is now widely used by development partners in setting up collaborative mechanisms and regional initiatives involving private and public transit corridor stakeholders. In 2010, UNCTAD partnering with the World Bank and CEMAC* again led the way when it developed and made operational the first ever real time online international exchange of data on transit between three countries in Central Africa. The ASYCUDA-based tailored system was part of the design and implementation of a comprehensive regional scheme combining regulatory, institutional and technological components, which is now seen in other regions as a potential reference.

UNCTAD has conducted on 22-24 October, in Geneva, an Expert Meeting to examine the best practices in transit corridor arrangements, including successful policy options and innovative and technological solutions. The meeting contributed to the ten year review of the implementation of the Almaty Programme of Action and provided an input to the preparatory process of the framework for a new development agenda for landlocked developing countries to be considered for adoption in 2014.

Enjoy the reading of the Transport Newsletter!

The Trade Logistics Branch Team

More information about the event can be found here:

<http://unctad.org/en/pages/MeetingDetails.aspx?meetingid=211>

*French acronym of the Economic and Monetary Community of Central Africa States



Sign at the door of New Delhi's dry port

ASSESSING POTENTIAL REGIONAL TRADE FACILITATION REFORMS IN THE EAC

The Second UNCTAD EAC Forum on Trade Facilitation took place in Arusha, Tanzania, from 22 to 24 July. This event was organised in the framework of UNCTAD's project "Strengthening capacities of developing countries in Africa and Asia to support their effective participation in negotiating bilateral, regional and multilateral trade facilitation arrangements". It focused on measures related to transparency in trade procedures and explored the possibility of establishing an import alert / rapid alert system for food and feed in the East African Community (EAC).

The EAC Secretariat Headquarters is a diaphanous and welcoming building. Inaugurated at the end of 2012, it was constructed with the support of the German Society for International Cooperation. Its big windows reveal a cloudy sky. It is Tanzanian winter here in Arusha and people from other EAC countries complain about the cold weather.

Mr. Peter Kiguta, Director General of the Directorate for Customs and Trade of the EAC Secretariat, has come to inaugurate the forum. In his speech, he insists on the importance of trade facilitation to foster both regional and international trade. Intraregional trade has increased from 1.6 to 4.5 billion dollars in the last seven years, but it still accounts for only 13% of trade in the EAC. "This percentage does not increase due to a lack of trade facilitation. (...) There are too many non-tariff barriers, too many trade facilitation improvements that could be achieved through policy making", ensures Mr. Kiguta.

Fortunately, Head of States in the EAC are moving trade facilitation reforms higher up in their regional integration agenda. The Bill for the establishment of One Stop Border Posts

(OSBPs) within the EAC is an example of this commitment. But Mr. Kiguta warns: OSBPs are conceived as a transitional measure because internal borders in the EAC are intended to disappear. When implementing the EAC Single Customs Territory, goods will be cleared at the point of entry in the external border of the Community.

That will change some of the discouraging realities that traders are facing in their daily lives. According to a time release study recently conducted in the Northern Corridor, goods that enter the EAC through Mombasa need 18 days to reach Kampala. In whatever way, Ugandan exports leaving Kampala will only reach Mombasa 21 days later: definitively too long for a distance of 1,200 km and just one border to be crossed. Authorities want to cut it down to five days.

Before leaving the room, Mr. Kiguta addresses the participants firmly:

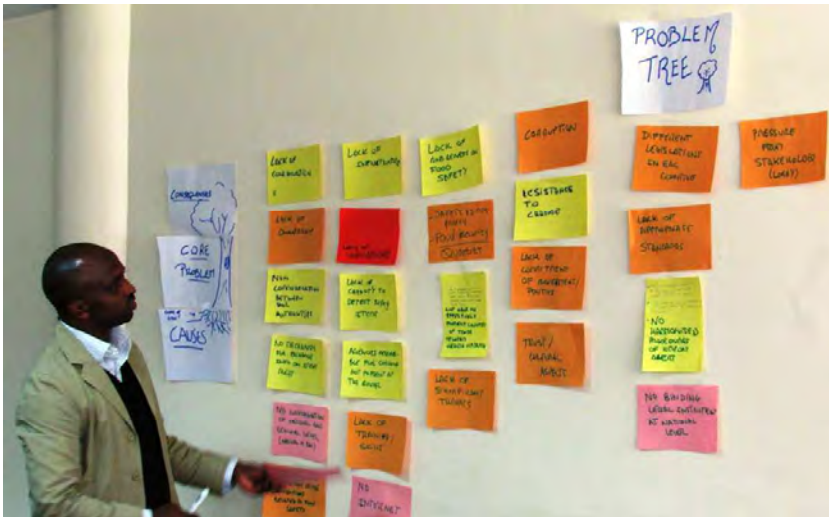
"I am appealing to you: place trade facilitation at the forefront of your work because that is where the future is."

The EAC, a teenager in good health

The East African region has a long history of cooperation but it was not until 2000 that the EAC Treaty was signed. "Only 13 years old and with major accomplishments on its shoulders, the EAC is a teenager in good health", claims Mr. Evariste Munyampundu, from the EAC Secretariat. In his presentation, he explains how the EAC contributes to the compliance of some of the trade facilitation measures included in the text that is currently being negotiated in the WTO. Import, export and transit information is available on the EAC Secretariat's website and laws are published in the EAC Gazette. Appeals procedures are also foreseen at regional level. The EAC Secretariat is working on other EAC regional projects, such as a regional single window, a regional authorised economic operators' scheme or pre-arrival processing via the use of the software RADDEX (Revenue Authorities Digital Data Exchange). It is also dealing with an amendment of the Customs Management Act that will enable countries to formally provide advance rulings.



Participants at the meeting in the EAC Headquarters in Arusha, Tanzania



Participants were trained on how to draft project proposals in trade facilitation. During the practical exercises, they worked in groups, identifying the problems (picture on the left), coming up with the logical framework approach for the project (first picture on the right) and discussing a timeline and budget for each of the activities (second picture on the right)

Sharing Trade Facilitation Best Practices

Now is the time for national delegates to present to the other EAC representatives some of the trade facilitation reforms that have been undertaken in their countries.

Burundi presents the different types of OSBPs that have been put into place at the different borders: OSBP with common infrastructure, with juxtaposed infrastructure and based on extraterritoriality.

The Kenyan representative talks about the implementation of their national scheme for Authorised Economic Operators. The pilot was launched in 2007 for 12 companies. Currently 64 operators are certified. The idea is to enlarge its scope to make sure that not only businesses and freight forwarders can be certified, but also other trade and transport stakeholders such as shippers, transport companies, etc.

A Customs official from Rwanda presents the methodology applied for the implementation of risk management with ASYCUDA. They started to use it in 2007 to respond to an increased number of imports and exports. Physical inspection of 100% of consignments was not an option anymore. Nowadays, only 32% of goods are physically inspected. The introduction of risk management has brought many benefits to both private and public stakeholders. Traders save time and money. Less physical inspectors are needed, enabling a better allocation of human resources in the administration. Moreover, revenue keeps increasing as well as traders' voluntary compliance. The big number of informal sectors, the poor accounting records and the resistance to change are some of the challenges of risk management in Rwanda.

The Tanzanian delegation speaks about RADDEX, "a software application and data exchange system that allows near real-time transmission of Customs documentation to authorised public and private sector users who are working at key transit border posts and cities across the five countries of the EAC". The benefits of this platform are manifold. The private sector will save time and costs and will enjoy a timely Customs bond cancellation. The administration receives an electronic confirmation of arrival and can process advanced information to determine the course of action for risky cargo. It also helps identifying potential defaulters.

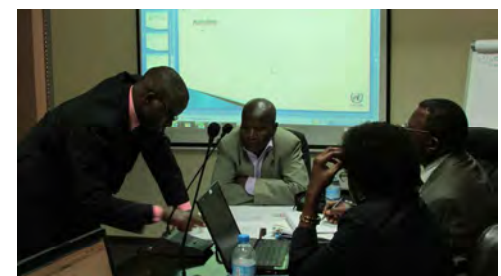
The Ugandan representative addresses freedom of transit. As a landlocked country providing transit to other landlocked countries (i.e. Rwanda via the Northern Corridor), Uganda is in a good position to explain the importance of freedom of transit. She explains in detail how Uganda applies all the aspects of transit described in the current draft of the negotiating text at the WTO.

The forum not only encourages participants to share experiences in the implementation of trade facilitation in the East African Community, it also aims at increasing their knowledge on certain trade facilitation measures as well as providing training on how to draft trade facilitation project proposals using a logical framework approach.

The programme addressed five of the 41 measures currently being negotiated in the WTO, namely: publication, availability of information on the Internet and enquiry points, as well as rapid alerts / import alerts. The measures were selected based on the technical assistance and capacity building needs expressed by national stakeholders during the drafting of their respective trade facilitation plans.

Enhancing transparency to facilitate trade

Publication, availability of information on the Internet and enquiry points are three of the trade facilitation measures seeking to enhance transparency of import, export and transit procedures and requirements. After getting an in-depth explanation on each of the measures, delegates take part in the diverse group exercises organised. Among others, participants reflect about the possible creation of a regional online portal for promoting trade in the EAC, as well as the establishment of a regional trade enquiry point.



Participants during one of the interactive working groups in Arusha, Tanzania

A rapid alert system for the East African Community?

Establishing or maintaining a rapid alert / import alert system is another one of the measures included in the draft text currently being negotiated in the WTO. This measure implies coordination and cooperation by all involved agencies with regard to controls on imported goods, particularly food products, among the different border posts in a country or a Customs union.

Participants in the forum get to know more about how such a system is put into place at regional level in other parts of the world. For instance, the European Union (EU) has a Rapid Alerts System for Food and Feed (RASFF) since 1979. As a consequence of major food scares between 1992 and 2002, such as the “mad cow” disease, the EU extended the scope of its system. Currently, it applies not only to threats for human health but also the risks for animal health and the environment derived from food and feed. But, how does this system exactly work? Ms. Patricia Pertejo, National Contact Point of RASFF in

Spain, explains how alerts are issued, distributed and followed up: “Currently, 32 countries are member of RASFF and have a national contact point. When a risk emerges in a country, the national contact point informs the European Commission about the existing risk. The European Commission will evaluate the magnitude of the risk and seek further information if necessary. Then, it will inform other EU countries accordingly, so that they can put into place the necessary preventive measures”. It is a simple structure but it seems to work. The RASFF helps protecting the health of European consumers.

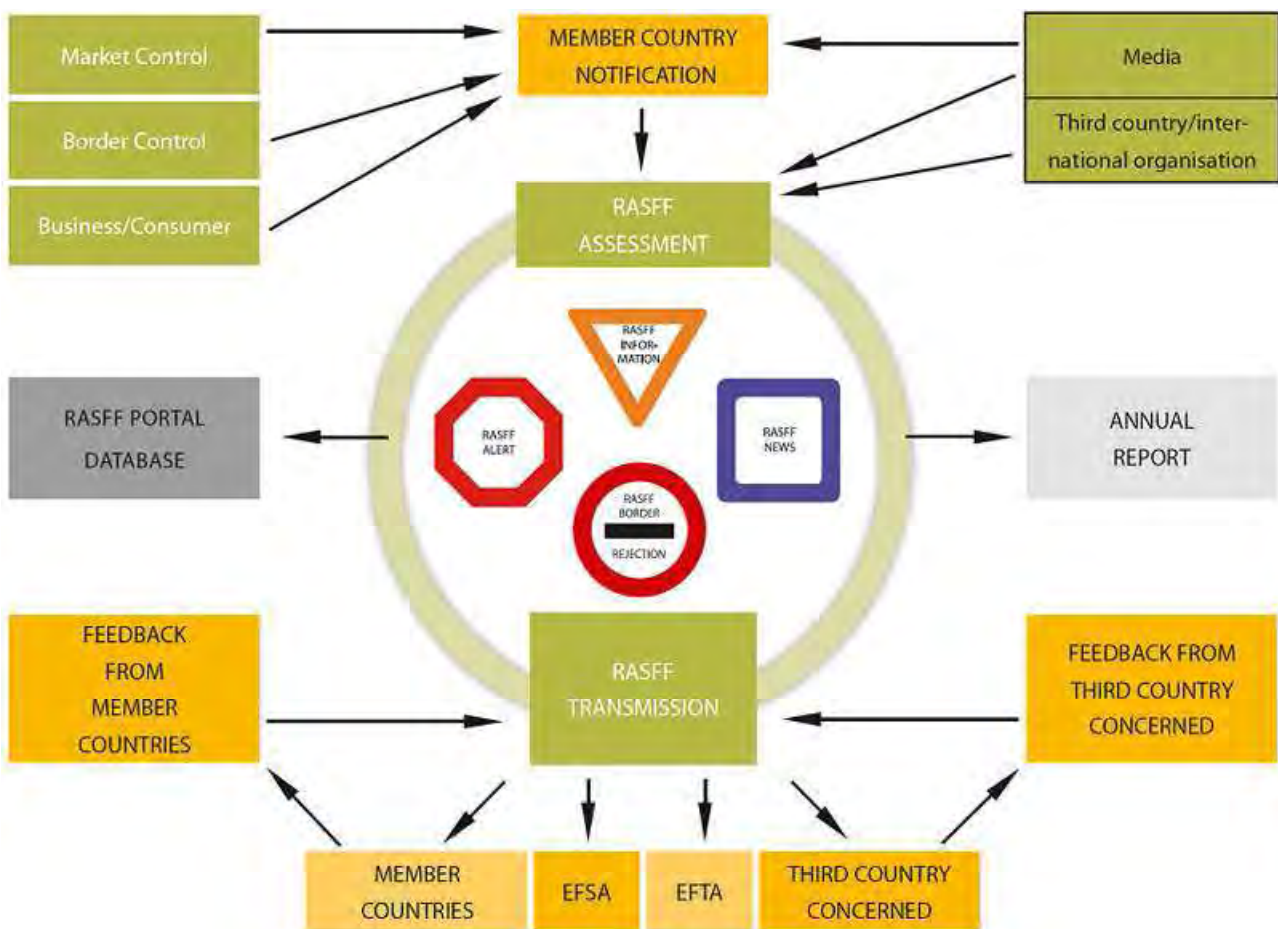
So far, there is no such a system in the EAC, neither at national nor at regional level, although some countries might informally be in touch with others under some circumstances. Using a series of exercises, participants are lead to reflect on whether the establishment of such a system in the EAC is necessary and / or feasible. While all EAC Trade Facilitation experts agree that a rapid alert system will contribute to the protection of society, they have doubts on the feasibility of such a scheme. Some of them fear that such

a system can only work if control capacity (laboratories, testing skills of civil servants, etc) is strengthened.

Learning from other regions in the world

The conclusions of this forum will be presented at the Interregional Forum on Trade Facilitation, which will be organised in November in Geneva, Switzerland. Participants of the EAC will get the chance of learning from each other how trade facilitation can be implemented as they will get the chance of sharing best practices with countries of South Asia that have been participating in UNCTAD’s project (see Transport Newsletter N°58, page 5-10).

For further information please contact Arántzazu Sánchez Belastegui (arantzazu.sanchez@unctad.org), Trade Logistics Branch, UNCTAD



This scheme represents the information flow of the EU rapid alert system
Source: European Commission

THE STAR SHAPE STRUCTURE OF THE GLOBAL LINER SHIPPING NETWORK

The main characteristic of liner shipping is that companies provide regular scheduled services along fixed routes. Shipping Lines decisions on fleet deployment and services are periodically adjusted to annual and seasonal fluctuations in demand. In such a changing liner shipping global network, only a fraction of container ports in the world are directly connected with each other. When graphically represented on country level connections, this global network shows the shape of a star, in line with economic centers and peripheries.

To graphically visualise the global liner shipping network each country appears as a dot and lines between these dots represent a direct connection. In order to reflect different container transport capacities on each route, direct connections lines are given a particular color. Routes that offer higher container transport capacity are colored red, and the routes with the lowest capacity are blue. As a result the global liner shipping network looks star shaped around one main central cluster of ports and a number of separate and smaller clusters (the points in the graph). In such a representation, the global liner shipping network consists of several separate groups of countries densely interconnected among them and only connected to the rest of the world through a set of centrally located countries.

The different 'star points' in the generated global network graph are described clockwise, starting at the top comprise of: 1) the Baltic and Scandinavian states, 2) the Arabian peninsula and countries surrounding the Gulf of Aden, 3) Oceania and surrounding island states, 4) Central America and several Caribbean countries, 5) the northern countries of South America combined with the other Caribbean Islands states, and finally 6) the

countries on the 'Atlantic' side of Africa. The center group of the star gathers economies such as Hong Kong, China, the United States, the Netherlands, France, Germany and Singapore.

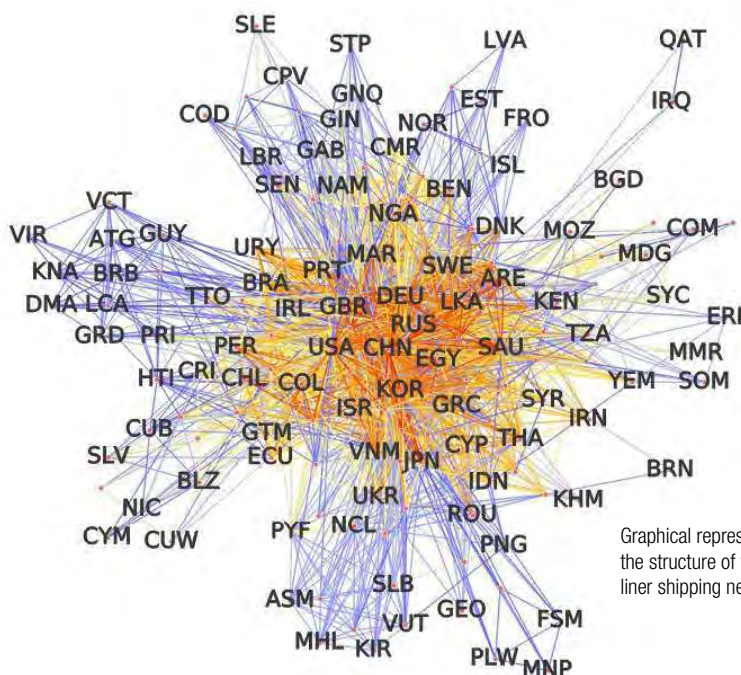
The countries in peripheral clusters are usually directly connected to the countries that are located in the center of the graph. Not all non-centered countries belong necessarily to only one peripheral cluster. Some of them act as a bridge between two peripheral cluster groups; they may connect two clusters without actually belonging to either of them. As a result, they create links between peripheral clusters that do not pass through one country in the central cluster. Haiti, for instance, sitting between cluster groups four and five, offers a bridge between two different groups of Caribbean Countries. Uruguay and Brazil, respectively act as bridges between the Caribbean and the Atlantic coast of Africa.

It is also noticeable that a majority of red-colored connections are located in or near the center of the network. This means that countries having more direct connections have also access to a larger number of maritime container transport services. When closing up to the center of the graph, it can be

seen that, for the central countries, the TEU (Twenty-foot Equivalent Unit) capacity per route is the largest between the Asian economies (Hong Kong, China, South Korea, Singapore, Malaysia and Taiwan). These capacities are slightly lesser between some European and Mediterranean countries located in the center (such as: Belgium, Egypt, France, Germany, Italy, Malta, the Netherlands and Spain) or on the routes from Asia to Europe. This simply depicts that most containerised trade occurs intra-Asia and between Asia and North West Europe.

Because direct connections exist only between some countries, the current network structure puts some countries in more central locations than others. These countries with a larger number of direct connections to other countries therefore need less transshipments to be reached from any given location within the global network. Because countries more centrally located within the global liner shipping network enjoy a higher connectivity for their containerised trade they can also reach more easily any other given country.

The graphical representation of the liner shipping network, based on data for the first half of 2013 from Lloyds List Intelligence, has been created with data visualisation software for the 159 coastal countries for which the Liner Shipping Connectivity Index (LSCI) is generated annually by UNCTAD.



Graphical representation of the structure of the global liner shipping network

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THE 2013 UNCTAD WORLD FLEET STATISTICS ON-LINE

The world fleet as of 1 January 2013 amounts to 1.63 billion deadweight tonnes. Detailed data by flag of registration, type of vessel, deadweight tonnage (dwt), gross tonnage (GT) and number of ships is available via <http://stats.unctad.org/fleet>.

The on-line tool also allows for the generation of charts, such as the below example. Figure 1 illustrates how the share of the world fleet that flies the flags of developing countries has surpassed the tonnage registered in developed countries.

This is due to two major trends. First, merchant ships are increasingly often flagged out, and many open registries are located in developing countries (e.g. Panama, Liberia or the Marshall Islands). Secondly, the nationally flagged and owned tonnage of China and other developing countries

has grown at a faster pace than many European and other traditional maritime nations.

The on-line tool allows for downloading the underlying data, and it lets users select years, country groups or vessel types for the generation of tailor-made charts and tables. UNCTAD's members can, for example, visualise the composition of their fleets in terms of vessel types, or see trends in their market shares.

The most recent data has been provided to UNCTAD by Clarkson Research Services (www.clarksons.net/wfr). It includes all propelled sea-going merchant vessels of 100 GT and above, excluding Inland Waterway Vessels, Fishing Vessels, Military Vessels, Yachts, and Offshore Fixed and Mobile Platforms and Barges (with the exception of FPSOs and Drillships).

Questions, comments and suggestions are welcome to Jan Hoffmann (jan.hoffmann@unctad.org) Trade Logistics Branch, UNCTAD

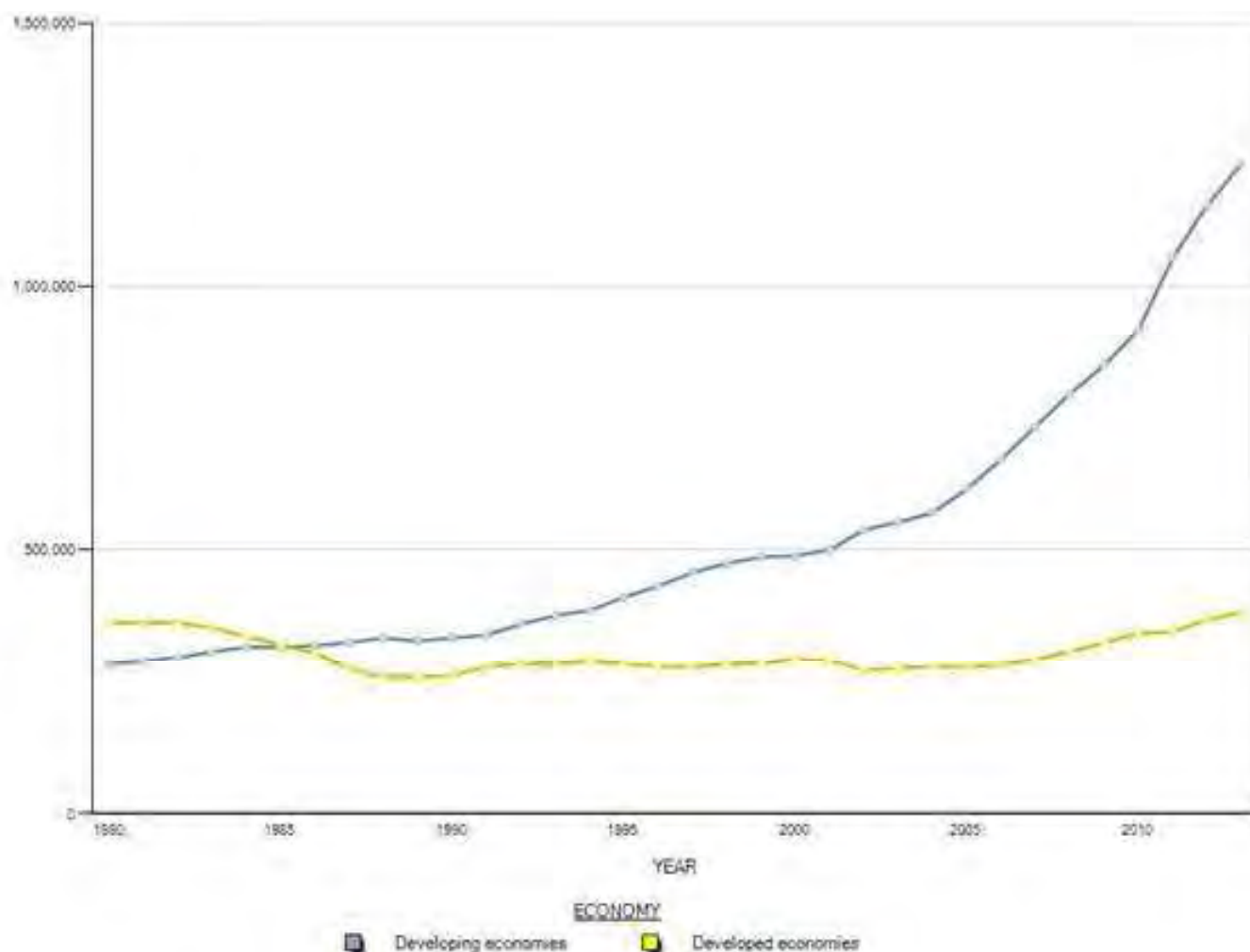


Figure 1: Tonnage registered under the flags of developed and developing countries

UNCTAD JOINS 26 GOVERNMENTS AND ORGANISATIONS TO STRESS THE IMPORTANCE OF TRADE FACILITATION ASSISTANCE

In a joint statement, 27 governments and organisations at the Fourth Aid for Trade Global Review on 8 July 2013 underlined the importance of providing technical assistance to trade facilitation programs in developing countries. UNCTAD was one of them.

"We issue the following statement on behalf of 27 governments and organisationTaken together, our support for trade facilitation programs has global reach. It has assisted developing and least-developed countries in different regions to achieve significant results – cutting border clearancet imes, increasing revenue collection, and simplifying procedures for traders.

Trade facilitation reform delivers tangible benefits to economic growth and development. The widespread recognition of these benefits is reflected in the pursuit of trade facilitation initiatives in many developing and least-developed countries and regional co-operation bodies around the world. A WTO Trade Facilitation Agreement would add significant momentum to these initiatives, leading to even greater reductions in trade costs.

Because of the tangible economic benefits for developing and least-developed countries, we attach particular importance to assisting in the implementation of trade facilitation reform. A total of more than \$381 million was committed to trade facilitation programs in 2011. This represents an increase of 365% (in real terms) of Official Development Assistance to trade facilitation compared to the 2002-2005 average. Since 2006, over \$1.2 billion in official development assistance for

trade facilitation has been disbursed. This underlines the strong and sustained support globally for trade facilitation efforts.

A WTO Trade Facilitation Agreement would build on the progress made to date. We recognise that there are WTO Members that will require support to fully implement the Trade Facilitation Agreement, complementing the support provided to date. Developing and least-developed WTO Members can be confident of our ongoing support for their implementation of a WTO Trade Facilitation Agreement."

Joint Statement
Trade Facilitation Assistance

Fourth Global Review of Aid for Trade,
8 July 2013, Geneva

Statement issued on behalf of:

WTO Members

Australia
Canada
Denmark
European Union
Finland
France
Germany

Japan
Netherlands
New Zealand
Norway
Sweden
Switzerland
United Kingdom
United States of America

Organisations

African Development Bank
Asian Development Bank
European Bank for Reconstruction and Development
Inter-American Development Bank
International Monetary Fund
Islamic Development Bank Group
Organisation for Economic Cooperation and Development
United Nations Conference on Trade and Development
United Nations Development Programme
United Nations Economic Commission for Europe
World Bank Group
World Customs Organization

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Trade Logistics Branch, UNCTAD*



UNCTAD AND PORT PARTNERS STRENGTHEN AND EXPAND THE ENGLISH-SPEAKING NETWORK OF THE TRAINFORTRADE PORT TRAINING PROGRAMME

The UNCTAD TrainForTrade Port Training Programme was created in 1996. The programme was developed to support port communities in developing countries in quest for efficient and competitive port management. In order to increase trade flows and foster economic development, the programme creates port networks, bringing together public, private and international entities. The aim is to share knowledge and expertise between port operators and strengthen talent management and human resources development in port communities.

The Port Training Programme was originally implemented in French-speaking port communities of developing countries in Africa. Following the success of the French-speaking network, networks were subsequently created in Portuguese, Spanish and English. The English-speaking network was officially launched in 2009 in port communities in Ghana, Indonesia, Malaysia, the Maldives and Tanzania. The first cycle of training ended in 2011. Encouraged by the results – 105 middle managers trained on modern port management and 51 senior managers certified as local instructors – UNCTAD and the main project stakeholders (Irish Aid, the Dublin Port Company and the port authorities of Ghana, Indonesia, Malaysia, the Maldives and Tanzania) decided to strengthen and expand the English-speaking network.

During the first cycle of training, two new port partners joined the network: Port of Cork and Belfast Harbour Commissioners. This brought the number of port partners to three, as Dublin Port Company had joined as a partner during the first cycle. As port partners, the Irish ports provided logistical support and expertise, helping train local instructors and update the training material. Senior managers from the Irish ports also travel to the member port communities to facilitate the training modules of the Modern Port Management

course and sit on panels that evaluate the participants' final dissertations. The Namibian Port Authority joined the network during the second cycle of training and implemented the programme in the port community of Walvis Bay.

In order to assess the results of the second cycle of training and evaluate the scope for improving the English-speaking network, UNCTAD organized an International Coordination Meeting from 3 to 4 July 2013 in Belfast, Northern Ireland, in cooperation with Belfast Harbour Commissioners. It brought together 43 representatives from different stakeholders of the English-speaking network. In attendance were representatives from UNCTAD, the Irish Government, the Irish port partners and member port communities from Africa and Asia. Also in attendance were representatives from Drogheda Port Company – a new Irish port partner – and Philippine Ports Authority – a new member of the network. Bangladesh and Nigeria also sent a delegation to discuss possible future membership.

The meeting's opening ceremony featured keynote speeches by Mr. Joe Costello TD, Minister of State at the Department of Foreign Affairs and Trade of Ireland with responsibility for Trade and Development, and by Dr. Supachai Panitchpakdi, Secretary-General of UNCTAD.

During his speech, Mr. Costello highlighted the importance of supporting the TrainForTrade Port Training Programme as part of Ireland's strategy to promote both trade and development, stating that the TradeForTrade Programme remains "a strategic and relevant response to the great growing trade opportunities and development challenges in developing countries". He reaffirmed Irish Aid's commitment to strengthening the programme.

During his speech, UNCTAD's Secretary-General underlined the role of ports in connecting developing countries to global value chains, and thus the importance of programmes that assist port communities in improving their performance. He cited the TrainForTrade programme as an example of UNCTAD's ability to develop programmes that turn research into results, and pointed to the programme as an example of UNCTAD's approach to technical assistance – an approach that is based on building partnerships.

Throughout the meeting, representatives of the member port communities presented the results of the second cycle of training in their ports, identifying lessons learned and best practices. Overall, 101 middle-managers (including 17 women) from port communities in Ghana, Indonesia, the Maldives, Namibia and Tanzania successfully completed UNCTAD's Modern Port Management course, and 56 senior managers were certified as local instructors (the training of local instructors is a key element of UNCTAD's strategy for ensuring the sustainability of the TrainForTrade Port Training Programme). With regard to the impact on the participants after completing the programme, it was determined that 42% of the successful participants from cycle 1 had been promoted within their organisations.



Mr. Joe Costello TD, Minister of State at the Department of Foreign Affairs and Trade of Ireland
Picture from the TrainForTrade team

Moreover, 24% had participated in the second cycle as local instructors, thus enhancing the sustainability and local ownership of the programme.

Irish Aid, the main donor of the English-speaking network (the member port communities also contribute financially), carried out an evaluation of the second cycle of training. The evaluation focused on assessing the programme's effectiveness, relevance, efficiency, sustainability and impact. The conclusions of the evaluation were presented during the meeting. The review team highlighted the following points from the evaluation:

- The programme is strongly valued and endorsed by port senior managers and graduates.
- Cycle II has made clear progress towards building management capacity and sustainability, shown by the increasing pool of graduates and trained local tutors and mentors.
- There is a direct benefit of increased skills for participants' professional performance.

- Participants have increased their awareness of the role of port operations in local and regional economic development, as well as international best practices and their exposure to new ideas.

- The programme leads to increased organisation awareness of staff talent.

- The promotional track record of participants within their organizations is positive and supports the motivational impact of the programme.

With regard to opportunities for improvement, the review team suggested that there was scope to increase the number of female participants, as well as the number of participants who come from other port users besides the port authorities. They also recommended that more attention be given to the final dissertations that the participants must submit as part of the programme. The dissertation provides the participant with the opportunity to immediately apply what he has learned in the port management course. He or she is asked to

identify a specific challenge his or her port community faces, conduct field analysis to determine the causes and propose a feasible strategy for improvement. The review team believed their was scope for maximizing the value of the work, as the dissertations provide port management with potentially useful analysis and suggested solutions for workplace problems.

At the meeting's conclusion, the representatives reaffirmed their commitment to the programme and agreed to implement a third cycle (2013 – 2015).

For further information please contact Mark Assaf (mark.assaf@unctad.org) or Timothy Sullivan (timothy.sullivan@unctad.org), Human Resource Development/TrainForTrade Section, UNCTAD

Group picture of the participants at the event
Picture from the TrainforTrade team



TIR SYSTEM RE-ACTIVATED IN AFGHANISTAN

'TIR' stands for Transports Internationaux Routiers (International Road Transport) and is an international harmonised system of Customs control that facilitates trade and transport whilst effectively protecting the revenue of each Country through which goods are carried.

After some 30 years of suspension, Afghanistan is back since 4 September as the 58th country to enjoy facilitated and secure trade by international road transport, as the TIR System has been reactivated for transport operations to, from and across Afghanistan - an important development marked by an official ceremony, attended by high level Afghan officials, including the Minister of Finance, Hazrat Omar Zakhelwal, the Deputy Minister of Transport and Civil Aviation, Jarullah Mansoori, the Director General of the Afghan Customs Department, Dr Najibullah Wardak, the Head of Transport Division of the Economic Cooperation Organisation (ECO) Secretariat, Dr Ismail Tekesadat, as well as Heads of diplomatic missions from various countries.

While enabling the Afghan business community to trade with its partners in a facilitated and secure way with reduced transport times and costs, reactivating TIR in Afghanistan will also open up considerable economic opportunities for landlocked Central Asian countries that can now trade with all TIR countries by road and facilitate their access to sea.

IRU Secretary General, Umberto de Pretto, stated: "We are very pleased that yet another country has decided and successfully managed to implement this tried and tested multilateral facilitation instrument for trade by international road transport. TIR has proven beneficial in driving economic growth for more than 60 years in many regions of the world, and we can only urge other countries that have not yet done so to follow this example."

True to the Public-Private Partnership that drives the TIR System, IRU member, the Afghanistan Chamber of Commerce and Industries (ACCI) has been confirmed by Afghan

competent authorities as the issuing and guaranteeing Association for TIR Carnets in the Islamic Republic of Afghanistan as of 4 September 2013.

TIR training was also provided to ACCI personnel, as well as Afghan Customs officers and transport operators, to ensure the smooth and efficient running of the TIR system, including the use of its main risk management, highly secure IT tools.

ACCI issued its first TIR Carnet to the first registered Afghan transport operator. Moreover, several foreign TIR transport operators from Iran and Tajikistan carried out road transport operations under TIR on the territory of Afghanistan, after submitting electronically and free of charge to the Afghan Customs Department their cargo information via the IRU TIR-EPD application.

Umberto de Pretto concluded:

"Such developments considerably help support the UN Millennium Development Goals, and are the logical follow-up to the IRU and UN Mine Action Service joint action of teaming up, in 2011, to demine major road transport corridors in Afghanistan and ensure safe and secure international road transport operations across the country. We are more than happy to welcome back Afghanistan in the global trade community!"

Editors Note:

'TIR' (Transports Internationaux Routiers or International Road Transport) is an international Customs transit system based on a UN Convention implemented at global level in Public-Private Partnership. It has been facilitating and securing trade and international road transport for over 60 years, by allowing customs-sealed vehicles and freight containers to transit countries without border checks, thus considerably reducing transport times and costs. It is one of the most successful multilateral trade and transport facilitation and security instruments currently in force.

UNCTAD supported the re-activation of the TIR system through the World Bank financed UNCTAD Afghanistan Emergency Customs Modernization and Trade Facilitation Project.

Source: International Road Transport Union

A truck in Kabul, Afghanistan

THE WORLD MARITIME UNIVERSITY CELEBRATES ITS 30TH ANNIVERSARY AT THE INTERNATIONAL MARITIME ORGANISATION

The International Maritime Organization (IMO) has celebrated the 30th anniversary of the founding of the World Maritime University (WMU). The event included speeches from the current and former WMU Chancellors and the WMU President as well as a reception.

"For 30 years, WMU has performed, and delivered, at the very highest level. It has achieved everything its founders could ever have envisaged, and much, much more. It has grown into an institution of truly world class, with an international presence and a global outreach," said IMO Secretary-General and WMU Chancellor Koji Sekimizu, who also read out messages of support from Mr. Yohei Sasakawa, Chairman of the Nippon Foundation, which has given much support to WMU over the years, in terms of sponsorship and financial assistance, and from the "founding father" of WMU, IMO Secretary-General Emeritus Dr. C.P. Srivastava, who was instrumental in establishing WMU when he was IMO Secretary-General.

Additional speakers included: Mr. William A. O'Neil, Chancellor Emeritus and Secretary-General Emeritus; Mr. Efthimos E. Mitropoulos, Chancellor Emeritus and Secretary-General Emeritus; Dr. Wendy Watson-Wright, Assistant Director General, United Nations Educational, Scientific and Cultural Organization (UNESCO) and Executive Secretary, UNESCO Intergovernmental Oceanographic Commission (IOC-UNESCO); Mrs. Nancy Karigithu, Director General of the Kenya Maritime Authority, Kenya, Chairman of IMO's Technical Co-operation Committee and Member of the WMU Board of Governors; Mr. Cong Peiwu, Minister at the Embassy of the People's Republic of China in London; Dr. Takeshi Nakazawa, Secretary to

the International Association of Maritime Universities (IAMU); Mr. Torben Skaanild, Secretary General/CEO of BIMCO and Chairman, WMU Executive Board; and Dr. Björn Kjerfve, President, WMU.

In her remarks, WMU Board of Governors Member Mrs. Nancy Karigithu said:

"WMU has become a unique organization serving the international community. Graduates across the globe comprise one of the strongest pillars of cooperation in the maritime community."

She continued to note the words of WMU founding father, C.P. Srivastava, "The whole world works better if shipping works better... north, south, east and west are only directions, and not part of the world." And Mr. William A. O'Neil, Chancellor Emeritus and Secretary-General Emeritus noted that WMU is "the greatest technical cooperation program the IMO has ever undertaken."

The final speaker of the evening was Dr. Björn Kjerfve, President of WMU. He noted the success of the university over the past

three decades in establishing an international reputation in both teaching and research at the highest level. He continued by thanking the staff, faculty, and visiting professors throughout the life of the University for their dedication and support noting, "The University is an achievement that has touched the lives of graduates, their employers and families, and the resident and visiting faculty who have taught them. The University has also had a real effect on the economic growth of developing countries, and we are proud to have played our part in the development of a safe and environmentally sensitive industry."

The event was attended by over 250 individuals, including more than 35 alumni who work at IMO or are part of their national delegations to IMO, members of the WMU Board of Governors, Executive Board, and a number of current faculty and WMU staff. The Class of 2013 MLP students happened to be in London to visit IMO on a field study and participated in the celebrations as well. It was a memorable event that not only reflected on 30 years of WMU's service to the maritime community, but looked forward with inspiration to the new facilities that will house WMU at the close of 2014, and many more decades of educating the maritime leaders of the future.

Source: World Maritime University



GLOBAL VALUE CHAINS OFFER OPPORTUNITY FOR GROWTH

Global value chains have become a dominant feature of world trade and investment, offering new prospects for growth, development and jobs, according to a new joint report by the OECD, the WTO and UNCTAD presented to the G-20 Summit in Saint Petersburg on 5-6 September 2013.



Global value chains (GVCs) have become a dominant feature of world trade and investment, offering new prospects for growth, development and jobs, according to a new joint report by the Organization for Economic Cooperation and Development (OECD), the World Trade Organization (WTO) and the United Nations Conference on Trade and Development (UNCTAD). Effective participation in GVCs will require significant further investment in technology dissemination, skill building and upgrading, the report says.

Implication of Global Value Chains for Trade, Investment, Development and Jobs, presented to Leaders at the G20 Summit in Saint Petersburg on 5-6 September 2013, argues that success in international markets depends as much on the capacity to import high-quality inputs as on the capacity to export: intermediate inputs account for over two-thirds of the goods and 70% of the services traded worldwide. The report says action is needed now to implement an effective framework for strong, sustainable, balanced and inclusive growth, in which all countries could reap benefits.

The new report outlines how both the costs of trade and investment protectionism and the benefits of multilateral opening in agriculture, manufacturing and services are much higher in today's highly interconnected world than previously thought. Practical trade facilitation reforms, such as those being negotiated at

the WTO today, offer significant potential to reduce trade costs and improve countries' ability to participate in GVCs. "Trade facilitation is about easing access to the global marketplace and doing away with the complicated border crossing procedures and excess red tape that raise costs, which ultimately fall on businesses, consumers and our economies," said OECD Secretary-General Angel Gurría.

"Reducing global trade costs by just 1% would increase worldwide income by more than USD 40 billion, 65% of which would accrue to developing countries,"
Mr. Gurría said.

Open, transparent and predictable trade and investment policies need a range of flanking policies to ensure benefits from GVCs are inclusive and widespread. In some developing economies, particularly the less developed, there remains much work to be done to address specific obstacles to effective participation in GVCs. Aid for trade initiatives and trade facilitation can play an important role in supporting the efforts of those economies. "This report helps policymakers to examine with greater clarity the opportunities and challenges associated with the phenomenon of Global Value Chains. Global Value Chains are undeniably an important component of the globalization process of today," said WTO Director-General Roberto Azevedo.

Overcoming obstacles to GVC participation will pay big dividends: developing economies with the fastest growing GVC participation have GDP per capita growth rates 2% above average, according to the report.

"Global production chains are a common feature in many industries involving an increasing number of developing countries. A key challenge is how to generate employment, and upgrade technology and productive capacity in order to maximize development benefits",
said UNCTAD Secretary-General Mukhisa Kituyi.

The new OECD-WTO-UNCTAD report was requested by G20 leaders at their Los Cabos Summit in June 2012, as part of wider efforts to analyse the functioning of GVCs and their relationship with trade and investment flows, development and jobs. The OECD hosted a G20 stock-taking seminar on GVCs 29 May 2013 in Paris.

Further information about the work of UNCTAD:

http://unctad.org/en/PublicationsLibrary/itcctab56_en.pdf;

<http://unctad.org/en/pages/DIAE/World%20Investment%20Report/WIR-Series.aspx>

Source: WTO

UPCOMING EVENTS

IMMTA Pakistan National Conference

29 October 2013, Karachi, Pakistan

International Multimodal Transport Association (IMMTA) Pakistan is organising a National Conference in collaboration with Chartered Institute of Logistics and Transport (CILT) Pakistan on "Excellence in Logistics, Multimodal Transport and Supply Chain Management". A selected group of Legal, Multimodal Transport, Logistics, Supply Chain Management and International Trade experts have been invited to participate in this Conference.

<http://www.immta.org>

Third African Logistics Conference

07-08 November 2013, Dar es Salaam, Tanzania

In humanitarian operations more than half of relief items are transported by sea, making ocean transportation a crucial link in humanitarian supply chains. This calls for reliable providers of cost efficient ocean transport services, a specialised and reliable network of shipbrokers and freight forwarders, provision of safety measures in dangerous waters and expansion of railways and road networks to cope with the rising volumes and competition between the biggest ports in Africa. African Ports are faced with serious challenges of productivity, efficiency and sustainability. This directly impacts logistics and supply chain performance in the humanitarian and commercial sector likewise.

The 3rd African Logistics Conference will be addressing these challenges and will facilitate the identification of strategies to overcome them.

<http://www.africanlogisticsconference.org>

ICSOT India: Technological Innovations in Shipbuilding

12-13 December 2013, Kharagpur, India

Organised by the Royal Institution of Naval Architects and the Department of Ocean Engineering & Naval Architecture, and IIT Kharagpur, this conference will take

"Technological Innovation in Shipbuilding" as its theme, and will bring together members of the international maritime industry to present and discuss the latest developments in the ship design and construction process which will provide the improvements in productivity and cost-competitiveness necessary to respond to the demand for lower cost of ownership and greater environmental sensitivity.

http://www.rina.org.uk/ICSOT_India.html

Asia Pacific Maritime 2014

19-21 March 2014, Singapore

Asia Pacific Maritime (APM) will be featuring shipbuilding & marine, workboat and offshore segments. This event combines a comprehensive exhibition, conferences and seminars, and a host of networking sessions that connect quality Asia Pacific buyers to international maritime suppliers.

<http://www.apmaritime.com>

International Association of Maritime Economists Conference 2014

15-18 July, 2014, Norfolk, Virginia

Three major North American maritime transportation, business education and research universities are working together to bring the 2014 IAME Annual Conference to North America – Dalhousie University, Old Dominion University and Texas A&M University at Galveston. The conference theme will be "Maritime Economics in a Post-Expansion Panama Canal Era".

www.iame2014.org

Maritime Women: Global Leadership

31 March-1 April 2014, Malmö, Sweden

The conference addresses the challenges and opportunities for professional maritime women given the political, social and economic global changes we are facing today. Gender inequalities and discrimination remain deeply entrenched in many societies and are very much present in the maritime sector. The conference aims at portraying how gender differences and unfair practices in professional maritime employment can be ad-

ressed by all the stakeholders: at international and national level; by the government, the corporate sector and individuals.

The call of the conference is for strong Leadership and Mentoring: the recognition and sharing of 'best practices' and the encouragement and development of new initiatives not only to promote employment opportunities but also to strengthen women's roles once they are recruited. In that sense, they often encounter a void when trying to find mentors to help them achieve higher ranking positions in their professional development and to retain them on a career basis in the maritime sector.

<http://wmu.se/events/maritime-women-global-leadership>

6th Asian Logistics Round Table and Conference

01 - 03 April 2014 in Bangkok, Thailand

Under the theme "Developing Logistics Supply Chain Strategies in the Multi-Dimension Environment", the 6th Asian Logistics Round Table and Conference will deal with the topics such as : External costs in logistics, aviation, maritime, and land transportation; Environmental issues in transport logistics; Theoretical development of external costs: theory and measurement; Policy directions of external costs; Application of game theory to supply chain management (SCM), shipping and port; Methodological approaches to maritime logistics and SCM; Regional case studies in SCM and maritime studies; Modelling in SCM and maritime studies; Impact of natural disasters and security on SCM and maritime sector; Waterfront development studies; International maritime trade flow analysis; Short sea shipping development in Asia; Free trade agreements and production network developments; Impact of emerging countries on international logistics and maritime sector; Trends in education and training programme in international logistics, maritime and green studies; Risk management and resilience in supply chain management; Human resource management and staffing in international logistics industry.

<http://alrt2014.org>

PUBLICATIONS

Smart Transport Networks: Market Structure, Sustainability and Decision Making

Thomas Vanoutrive and Ann Verhetse

Transport is debated by many, and liberalization processes, transport policy, transport and climate change and increased competition between transport modes are the subject of heated discussion. Smart Transport Networks illustrates that whether concerning road, water, rail or air, knowledge on the structure of transport markets is crucial in order to tackle transport issues. The book therefore explores key factors concerning the structure of transport markets, their environmental impact, and questions why decision makers often fail to tackle transport-related problems.

Three of the key factors that underpin the relationship between transport and society are analysed in detail from a variety of perspectives, each with an empirical focus: market structure and the allocation mechanisms at work; sustainability, encompassing the characteristics of the physical environment, the availability of natural resources and the effects of transport activities; and decision making, detailing transport policy and attempts to change transport systems. Practical guidelines on how to effectively deal with complex transport issues are also presented.

http://www.e-elgar.co.uk/Bookentry_main.lasso?id=15483

Freight Transport Modelling

Moshe Ben-Akiva, Hilde Meersman, Eddy Van de Voorde

This book addresses the need to develop new freight transport models and scientific tools to provide sound solutions that consider the wide range of internal and external impacts. The international contributions push forward frontiers in freight transport modelling and analysis.

<http://www.emeraldinsight.com/products/books/notice/page.htm?id=9781781902851&PHPSESSID=vcfav9fihhortkfuubg9u15r5>

2013 Annual Review of the International Chamber of Shipping

The Review covers numerous critical issues for 2013 which include: 1) the need to balance environmental protection with shipping's economic sustainability; 2) the continuous debate about CO2 emissions regulation; 3) the ILO Maritime Labour Convention entry into force; 4) developments regarding piracy and hostage taking; and 5) discussions to guarantee Arctic safe and pollution free ship operations. Reference is also made to developments in maritime safety, labour affairs, manning and training, maritime law and insurance, as well as shipping and trade policy concerned with the maintenance of the level playing field' and open shipping markets.

<http://www.ics-shipping.org/annualreview2013.pdf>

Volume 15, Issue 3, Maritime Economics & Logistics

This issue includes interesting articles on the topics of repositioning empty containers, transshipment, train loading and unaccompanied transport.

<http://mel.iame.info>

Volume 40 Issue 5 of Maritime Policy & Management

This new issue of the Maritime Policy & Management focuses on ports and the environment.

<http://mpm.iame.info>

Ti's annual Global Freight Forwarding report

The report delves into the contrasting performance of the air and sea freight forwarding markets as the continuing economic malaise has resulted in significant changes for the market in the past year. It contains a detailed overview of the market which analyses the impact of rising fuel costs, overcapacity and shippers switching to cheaper transportation modes as well as the shifts in trade lane activity.

Global Freight Forwarding 2013 also provides analysis of the financial performance of the market in 2012 on a global and regional scale and rankings of the leading players in terms of revenues and tonnage. Furthermore, we have included data concerning the first six months of 2013. The report also contains forecasts for growth prospects of the global market as well as on a regional scale.

<http://www.transportintelligence.com/market-reports/report-global-freight-forwarding-2013/311/>

Video: Are Customs Administrations Serious About Stamping Out Corruption?

Professor David Widdowson from the Centre for Customs and Excise Studies of the University of Canberra explores this question and in doing so, examines the effectiveness of the World Customs Organization's recently revised Integrity Development Guide.

<http://www.youtube.com/watch?v=PX1Eh879-A&feature=youtu.be>

Market study on Container Terminals in West and Central Africa

Nearly three million containers were transported in West Africa in 2011. This is a remarkable figure for the region but it, however, needs to be put into perspective, as some 500 million TEUs were exchanged worldwide. Nevertheless, the growth rate in volume terms illustrates the dynamism of Africa and its potential.

It is for this reason that most of the world's leading container shipping companies have a presence on the West African coast (Maersk, CMA-CGM, MSC etc.), sometimes with different strategies.

The development of container traffic has long been hampered by the unreliability of port operations, but infrastructure improvements, changes in the governance of terminals - the introduction of port concessions - and the arrival or strengthening of world leaders in port handling have contributed to recent developments. Many port projects have emerged in the recent past: the problem and the challenge now rest on the correspondence between the strategies of shipping companies and the relevance of developments and port projects.

http://globalmaritimehub.com/custom/domain_2/extra_files/attach_263.pdf

Public Private Partnerships in Transport: Trends & Theory

Athena Roumboutsos, Sheila Farrell, Champika Lasanthi Liyanage and Rosário Macário

COST Action TU1001 on Public Private Partnerships in Transport: Trends and Theory is a research network, including over 100 researchers from 29 countries, funded by the EU COST Programme with the aim of developing the theoretical basis for Public Private Partnerships (PPPs) in the transport sector and making the shift from a descriptive approach to a normative one.

The 2013 Discussion Papers presented comprise a collection of cases organised in country profiles with respect to PPP development and transport projects at various levels of implementation.

http://www.ppptransport.eu/docs/Book_part_2.pdf

European Maritime Safety Agency Study on Standards and Rules for Bunkering of Gas-Fuelled Ships

Study on Standards and Rules for Bunkering of Gas-Fuelled Ships. Due to the significant number of activities within the field of rule development for gas as ship fuel and bunkering of LNG the objective of this report is to provide a detailed description of the existing rule framework related to LNG bunkering. Through the gap analysis missing and foreseeable lack of rules for bunkering of LNG and related aspects are identified. This report will also provide recommendations for possible common EU wide guidelines for bunkering LNG as ship fuel.

<http://www.maritime-executive.com/media/pdf/GL-bunkering-LNG.pdf>

Volume 2, Issue 4 of Bridges Africa: Trade and Sustainable Development News and Analysis on Africa

Special issue on AidforTrade

This issue contains three articles on AidforTrade: Assessing the effectiveness of Aid for Trade: Lessons from the ground; Towards an "Aid for Trade Plus" initiative to finance LDCs climate change adaptation needs; and Global value chains and Aid for Trade: An African perspective.

<http://ictsd.org/downloads/bridges-africa-review/2-4.pdf>

Outlook on the Logistics & Supply Chain Industry 2013

WEF - Global Agenda Council on Logistics and Supply Chain Systems

The World Economic Forum's Network of Global Agenda Councils is a unique, global community of over 1,500 leaders and experts from business, government, academia, international organizations and society. Within this network, the Council on Logistics and Supply Chain Systems brings together global strategic thinkers broadly representative of the logistics and supply chain sector. Its remit is to identify the key issues affecting the future of the industry as well as to promote awareness of the sector at the highest levels of industry, commerce and government.

In its 2013 Annual report, launched last July, the Global Agenda Council on Logistics and Supply Chain analyses many of the most pressing challenges and opportunities facing the sector. This year's report highlights the importance of logistics to the global trading system. If serious efforts were made to facilitate trade – by removing for instance policies that create supply chain barriers and delays and associated uncertainty – this could have a big positive effect on real incomes, investment and economic activity. In a time of recession, austerity and fiscal constraints, a global trade facilitation initiative that substantially reduces supply chain barriers offers a low-cost source of economic stimulus. The report examines how a focus on logistics can generate significant economic and societal benefits, and discusses in particular the issues of trade facilitation; opportunities and threats, notably climate change adaptation, connectivity and the intelligent use of data; as well as specific applications, particularly agricultural supply chains and regional imperatives.

http://www3.weforum.org/docs/WEF_GAC_Logistics-SupplyChainSystems_Outlook_2013.pdf



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