

TRANSPORT NEWSLETTER

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT



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EDITORIAL

Dear reader,

The year 2014 marked the 11th anniversary of UNCTAD's Transport Newsletter. This publication has consistently brought to you news, information and data on transport and trade facilitation and more broadly, trade and logistics. For over a decade, issues covered spanned transport, trade facilitation as well as cross-cutting themes. These include, for example, liner shipping connectivity, transport costs, seaborne trade, port developments, transport operations, supply chain management, environmental sustainability, energy efficiency, safety and security, climate change, finance, technology as well as transport and trade facilitation related institutional and regulatory frameworks. The Newsletter has also brought to you "hot from the oven" data including historical time series on maritime transport as published in UNCTAD's annual Review of Maritime Transport.

The current Newsletter informs about relevant developments in the field of transport and trade facilitation, including developments relating to UNCTAD's liner shipping connectivity index, the port liner shipping connectivity index as computed by colleagues in academia, as well as the economic and legal aspects of maritime piracy. It also broadcasts the publication of relevant reports dealing with transport and trade facilitation and informs about some upcoming events and meetings.

The Newsletter has also periodically focused on a particular issue or paid more attention to a group of countries such as those with special needs whether landlocked developing countries, transit countries, or least developed countries. The current issue falls into this category since its overriding theme relates to the transport and trade logistics of the Small Island Developing States (SIDS).

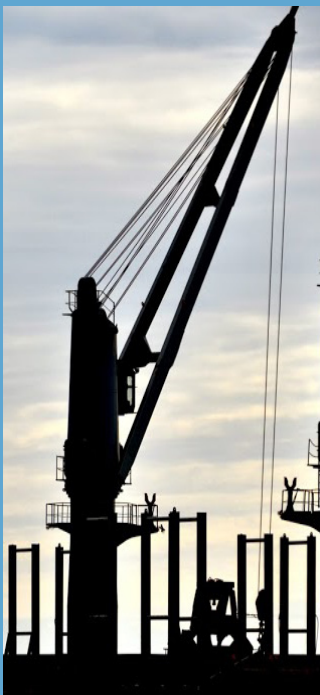
The year 2014 is a pivotal year for SIDS on many accounts. First, 2014 was declared by the United Nations as the "International Year of SIDS". Second, the Third International Conference on the Small Island Developing States was held on 1-4 September 2014 in Samoa. Third, the negotiating process of the post-2015 development agenda which is currently underway entails some direct implications for the SIDS sustainable development objectives. Together, these milestones provide an opportunity to underscore the strategic importance of transportation for these islands. For SIDS, transportation is an economic sector in its own right that generates revenue, income and employment but also a pre-requisite for other productive sectors that underpin their economies, namely external trade, tourism and fisheries.

Against this background, this Newsletter informs about relevant developments pertaining to SIDS, including specific work carried out by UNCTAD with a view to addressing the transport and trade logistics challenges facing these island countries. Worth noting in particular are the UNCTAD July 2014 Ad Hoc Expert Meeting on "Addressing the Transport and Trade Logistics Challenges of the Small Island Developing States (SIDS): Samoa Conference and Beyond" (see TNL, No. 62, Second Quarter 2014); UNCTAD's submission to the Samoa Conference entitled "Closing the Distance: Partnerships for Sustainable and Resilient Transport Systems in SIDS", and, the special chapter of the Annual Review of Maritime Transport 2014 which focuses on the maritime transport of SIDS. Last but not least, worth noting is UNCTAD's Third Session of the Multi-year Expert Meeting on Transport and Trade Facilitation which will be held on 24-26 November 2014 and specifically focus on the transport and trade logistics challenges of SIDS.

It is hoped that this work will help position transport and trade logistics as a priority area on the future policy agenda of SIDS. Your thoughtful consideration of these issues and how best to address the transport and trade logistics challenges facing SIDS, including though more effective partnerships is also key to ensuring genuine progress and results.

With these remarks, we thank you our dear reader and as always welcome your thoughts, views and feedback (trade.logistics@unctad.org).

Trade Logistics Branch Team



THIRD SESSION OF THE UNCTAD MULTI-YEAR EXPERT MEETING ON TRANSPORT, TRADE LOGISTICS AND TRADE FACILITATION - SMALL ISLAND DEVELOPING STATES: CHALLENGES IN TRANSPORT AND TRADE LOGISTICS

The multi-year expert meeting addresses, over four sessions, trade logistics issues in developing countries. The findings and recommendations of this expert meeting will be reported to the next session of the Trade and Development Commission to be held in 2015.

The third session of the multi-year expert meeting is entitled Small Island Developing States: Transport and Trade Logistics Challenges and will be held from 24 to 26 November 2014 at the Palais des Nations in Geneva, in room XXVI. The meeting will commence at 10 a.m. on Monday, 24 November 2014.

Background and purpose of the meeting

The Multi-year Expert Meeting on Transport, Trade Logistics and Trade Facilitation will address some emerging and persistent issues that developing countries are facing and which need to be dealt with as a matter of priority. In accordance with the relevant paragraphs of the Doha Mandate, the expert meeting will address trade logistics issues in developing countries, including those with special needs, namely the least developed countries, landlocked developing countries, small island developing States (SIDS) and some countries with economies in transition. Drawing from UNCTAD's three pillars of work, discussions will consider all relevant aspects, namely technical assistance and capacity-building, research and analytical work, and consensus-building.

The third session of the multi-year expert meeting will focus on some of the particular transport and trade logistics challenges that SIDS face in connection with their remoteness and geographical location (cf. Doha Mandate, paragraph 56(j)). SIDS share the same environmental and economic vulnerabilities and sustainable development challenges, such as susceptibility to natural disasters; vulnerability to external shocks; remoteness from large markets, low transport volumes and connectivity leading to high freight and logistics costs; and high economic dependency on sea and air transport links.

Improved access to global markets and enhanced trade competitiveness is particularly important for these countries, as is ensuring the resilience of critical transport infrastructure. With SIDS being completely dependent on ports and airports, climate change risks such as rising sea levels, increasing temperatures and more frequent and/or intense storms pose serious threats to vital transport infrastructure, services and operations. Understanding the underlying risk and vulnerabilities and developing adequate adaptation measures is of the essence. Against this background, the strategic importance of ports for the growth and development of SIDS will be particularly highlighted.

Convened in 2014, which is the International Year of SIDS, and following the third International Conference on Small Island Developing States (Samoa Conference), the meeting offers a renewed opportunity to focus international attention on the unique

transport-related challenges facing SIDS and consider ways in which these can be better understood and adequately addressed.

Relevant issues to be considered include, inter alia, the following:

- (a) Key transport and trade logistics related challenges facing SIDS;
- (b) Sectoral interlinkages between transport and trade, as well as other key economic sectors of relevance to SIDS, in particular, tourism and fisheries;
- (c) Climate-change impacts on transport infrastructure in SIDS and adaption needs;
- (d) Financing as a cross-cutting enabling factor;
- (e) Priority action areas and effective response measures;
- (f) The role of partnerships, relevant partners and collaboration mechanisms.

Participation

Member States of UNCTAD are requested to nominate experts in the relevant fields at an early date and no later than 10 November 2014 (13 October 2014, if funding is requested).

Experts who will participate in the meeting in a personal capacity are expected to have proven expertise in the subject and may be selected from government and non-governmental organizations, the private sec-

tor or academia. Specialized agencies and intergovernmental bodies wishing to participate in the meeting, as well as non-governmental organizations in the general category and those in the special category wishing to participate as observers, are requested to inform the UNCTAD secretariat of the names of their representatives by 10 November 2014.

Financial assistance

Depending on the availability of funds in the trust fund for financing the participation of experts at the time of nomination, funds may be allocated to finance the participation of a limited number of officially nominated experts from developing countries, including least developed countries, SIDS and countries with economies in transition. Governments requiring funding are therefore invited to explicitly request this in their letters of nomination. It should be understood that funds currently available in the dedicated trust fund are very limited (up to a total of three experts for each meeting), and nominations shall be considered based on that availability. The decision as to which experts should receive financing will be based on the direct involvement and expertise of the nominated experts, on the principle of equitable geographical representation and on the needs of beneficiaries. Changes in the experts nominated will be considered as new nominations.

Nominations with requests for funding should be received no later than 13 October 2014 and should be accompanied by the following information about the nominee:

- (a) Curriculum vitae;
- (b) Mailing address;
- (c) Telephone and fax numbers;
- (d) E-mail address;
- (e) Name of a contact person in the respective permanent mission in Geneva.

Once the list of experts to be financed has been finalized, all travel arrangements will be made in accordance with United Nations rules and regulations – that is, the use of the least costly fare will be applied.

Background documents and contributed papers

The provisional agenda for the meeting, together with the secretariat's annotations thereto, will be circulated as document TD/B/C.I/MEM.7/7. To facilitate the discussion, the UNCTAD secretariat has prepared a background note entitled "Small island developing States: Challenges in transport and trade logistics", which will be circulated as TD/B/C.I/MEM.7/8.

Experts are encouraged to prepare and submit brief papers related to their studies, findings and/or their country's experience. These papers will be made available to the meeting in the form and language in which they are received.

Papers should be submitted by 10 November 2014 and addressed to Ms. Wendy Juan, Palais des Nations, CH-1211 Geneva 10, Switzerland; fax: +41 22 917 0050; e-mail: wendy.juan@unctad.org.

Logistics

Before entering the Palais des Nations, participants are requested to collect their badges from the United Nations Security Service, Pregny Gate entrance, 14 Avenue de la Paix. The Security Service is open from 8 a.m. to 5 p.m. Because of the security measures in force, participants are strongly advised to arrive before 9 a.m. to complete entry procedures in good time and proceed to the meeting in Building E of the Palais. Participants are requested to carry a passport or similar national identity card with them. Taxis are not allowed to enter the grounds of the Palais des Nations; visitors should therefore be dropped off at the entrance gates. Further-

more, luggage may not be brought into the buildings unless the Security Service gives special clearance.

Nominations and enquiries

Nominations and related communications concerning representation at the meeting should be sent to the UNCTAD secretariat, Intergovernmental Support Service, Palais des Nations,

CH-1211 Geneva 10; fax: +41 22 917 0214; e-mail: meetings@unctad.org.

Registration should be completed online. To do so, please use the following link: <http://unctad.org/en/pages//MeetingDetails.aspx?meetingid=500>

For further information, please contact, Ms. Regina Asariotis or Ms. Hassiba Benamara; Fax: +41 22 917 0050; email regina.asariotis@unctad.org and hassiba.benamara@unctad.org, Trade Logistics Branch, UNCTAD

SMALL ISLANDS MUST EXPLORE THE VALUE OF THE «OCEANS ECONOMY» AND DEVELOP SUSTAINABLE AND RESILIENT TRANSPORT SYSTEMS

A high-level side event organized by the Pacific Island Forum and UNCTAD heard during the Third International Conference on Small Island Developing States (SIDS) on 3 September.

The event, co-chaired by UNCTAD Secretary-General Mukhisa Kituyi and the Secretary General of Pacific Island Forum and Oceans Commissioner Tuiloma Neroni Slade, heard from speakers including the Minister of Foreign Affairs Regional Integration and International Trade of Mauritius, Arvin Boolell, the Minister for Works, Transport and Infrastructure of Samoa Manualesagalala Enokati Posala, and the Deputy Secretary General of the Commonwealth Deodat Maharaj.

The meeting heard that most small island developing States (SIDS) are isolated, and have small populations and limited natural resources, meaning that economic diversification and connectivity are key to their development. Participants were told that both the ocean economy and resilient and sustainable transport systems are crucial to the promotion of the sustainable development of poor small islands.

The ocean economy embodies a set of economic and trade activities in the “ocean space” that integrate the conservation and sustainable use and management of living and non-living marine resources, including maritime ecosystems, fish resources and minerals in the sea bed.

“The ocean economy seeks to use sustainably untapped marine resources and seaways within the each country’s Exclusive Economic Zone toward economic diversification, trade specialization and connectivity,” Dr. Kituyi

said. “The economic potential of marine resources and seaways is particularly strong for SIDS, because their Exclusive Economic Zones are often much bigger than their land territories.”

The ocean economy is currently taking shape in the crafting and negotiation of sustainable development goals that incorporate a stand-alone goal focusing on oceans and seas.

Sound economic resilience requires the building of links between transport, trade and supply-side capacities. One of the main reasons for the high cost of shipping in the Pacific is that containers come back empty from most islands, Mr. Slade said.

This means that there is a need to expand productive capacity and business opportunities to fill those containers with locally grown and produced products.

“Maritime transport is the lifeline of SIDS in supporting economic performance, trade and productive sectors, such as tourism, fisheries and agriculture,” Dr. Kituyi said.

Links between transport systems and tourism need to be also explored, particularly in light of the current boom in the cruise sector in the Pacific.

A related concern is the cost generated by inefficient and inadequate maritime transport fleets and infrastructure as well as the high cost of fuel. This increases operational costs and maintenance, which in turns undermines transport services.

SIDS have jurisdiction over significantly large ocean areas, with access to both living and non-living marine resources that could play a critical role in their development.

“Conceptualizations of the ‘green economy’ so far have tended to be land-based, but this narrow definition does not make sense for SIDS,” Mr. Maharaj said.

For example, he said, the Cook Islands have an ocean/land ratio of 75, 000: 1. For Tuvalu the ratio is 28, 915: 1, and for the Maldives it is 3, 000: 1. Therefore, the greatest opportunities for the future of small island developing states lie in the ocean that surrounds them.

Mr. Boolell said that Mauritius has recently adopted an “Oceans Economy Roadmap” under the directions of the prime minister’s office. The plan was the result of a wide-ranging national dialogue that sought to expand trade and economic opportunities in the “oceans space”. This policy focuses on the development of oceanic sectors including seabed mining, fishing and seafood processing, aquaculture, deep-water applications, maritime and container logistic services, renewable energy and sustainable tourism.

Maritime transport is the lifeline that sustains the survival of small islands yet persistent transport-related challenges derive from their inherent features including insularity, smallness, and remoteness from commercial centers and shipping routes.



Gran Comore

Other concerns include climate change impacts, environmental vulnerability, exposure to high fuel price volatility, and disaster risks.

Among the priorities that need to be explored by SIDS include investing in green ports linked to renewable energy, port infrastructure, and facilities resilient to climate change impacts, as well as in safer and less polluting ships.

The government of Samoa has developed a five-year national transport sector plan that defines key strategies for improving efficiency and competitiveness through partnerships with the private sector to ensure funding for transport infrastructure and maintenance while integrating environmental sustainability, climate change adaptation and energy efficiency into all transport planning, design and construction, including sea port development in Samoa.

“It is important that freight transport infrastructure and systems take into account suitability and resilience criteria at the early stage of investment and development planning,” said Mr. Posala.

Related issues such as piracy; illegal, unreported and unregulated fishing activities; safety and security measures need to be addressed and a collaborative and regional approach needs to be considered.

In the debate Executive Board Member of the Palau Chamber of Commerce Jennifer Koskelin-Gibbons, Director of Economic Development Division at the Secretariat of the Pacific Community John Hogan and Elisabeth Holland of the University of the South Pacific highlighted some of the initiatives undertaken by their countries and institutions to promote sustainable and resilient transport systems and develop oceans economy.

These included:

- The Palau Declaration that underscores the importance and value of the ocean to the livelihood, the economy and culture of Pacific nations
- The role of shipping commissions including the Micronesian, and Eastern Pacific Commission, in improving sustainable service delivery in the Pacific
- The development of a network by University of the South Pacific in the region which targets research and projects aimed at promoting sustainable shipping

Mr. Slade and Dr. Kituyi closed the meeting by reiterating the support of their institutions to the small island developing states and ex-

pressed the will to forge partnership between their institutions to work on specific deliverables in the Pacific based on the discussions at the event and the priorities of the region.

These included: the development of national and regional ocean economy strategies, promoting economic diversification and trade specialisation in key sustainable sectors, linking the ocean to transport, and the development of effective maritime transport and trade facilitation options for the Pacific region.ww

For further information, please contact: trade.logistics@unctad.org Trade Logistics Branch, UNCTAD



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UNCTAD'S LINER SHIPPING CONNECTIVITY INDEX (LSCI) 2004 - 2014 ON-LINE

UNCTAD is expanding its on-line coverage of maritime statistics, including so far:

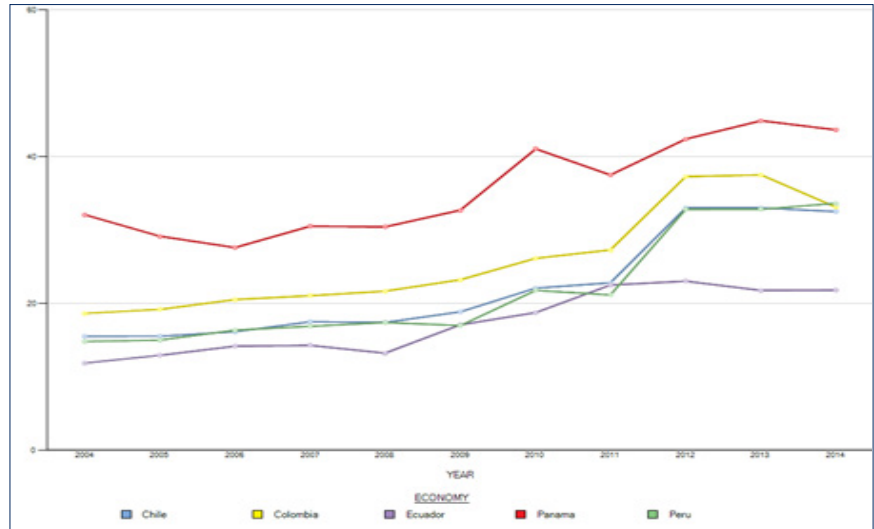
- Nationally flagged fleet (<http://stats.unctad.org/fleet>);
- Nationally owned fleet (<http://stats.unctad.org/fleetownership>);
- Port container traffic (<http://stats.unctad.org/teu>);
- Seaborne trade (<http://stats.unctad.org/seabornetrade>); and
- Liner Shipping Connectivity (<http://stats.unctad.org/lsci>)

The UNCTAD-stats web-site allows for the easy downloading of the data and the generation of on-line tables and charts.

As regards the UNCTAD Liner Shipping Connectivity Index (LSCI), for example, it is possible to select a number of countries and years to produce charts like the below two examples.

The first figure, covering South America's west coast and Panama, depicts how Panama's LSCI has consistently been higher than that of its Southern neighbours. Chile, Colombia and Peru have roughly moved in paral-

Figure 1



lel, while Ecuador has in recent years lagged behind.

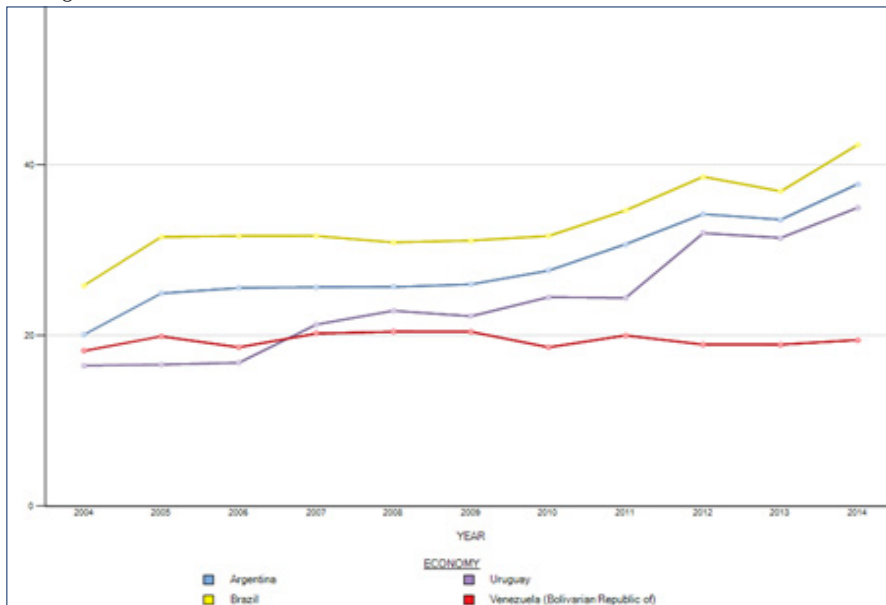
In the second figure, South America's east coast countries as well as Venezuela are compared. Uruguay has over the last decade caught up with its larger neighbours, while Venezuela's LSCI has been rather stagnant.

Between 2004 and 2014, the average LSCI has gone up by 49% per cent globally. In 124

out of the 159 economies covered by UNCTAD, the index is higher in 2014 than it was in 2004.

The LSCI is generated from 5 data components on container ship deployment sourced from Lloyds List Intelligence: The number of ships, their container carrying capacity, the number of services, the size of the largest ship, and the number of companies that provide services from/ to a country's seaports. For further analysis of annual developments see also UNCTAD's Review of Maritime Transport (<http://unctad.org/rmt>).

Figure 2



For further information, please contact, Jan Hoffmann (jan.hoffmann@unctad.org) Trade Logistics Branch, UNCTAD

A NEW INDEX OF PORT IMPORTANCE

For most countries, international trade moves by shipping container conveyed by ocean vessel.

The Liner Shipping Connectivity Index (LSCI) was introduced by UNCTAD to measure a country's connectivity to the global shipping network and has been found to provide an excellent estimate of trade levels based on things that can be counted fairly easily (ships, services, TEU capacity).

We have adapted this statistic to look at trade at a more granular level, in particular the intensity of container movement from one port to another. This enables us to evaluate the relative importance of each container port within the network of global container shipping.

The movement of shipping containers can be modeled as a network in which each container port is represented by a node and a link connecting node A to node B if there is scheduled container service from port A directly to port B. We have built such a model in software and populated it with commercially available data. The resulting network of scheduled container service consists of hundreds of container ports connected by thousands of direct links. (You can see and manipulate a 2013 version of this network at <http://www2.isye.gatech.edu/~jjb/wh/apps/transportation/container-network.html>.)

Besides displaying the network, the program reports statistics about the container capacity of shipping along each link, such as the median transit time or the average weekly capacity measured in TEUs.

Such information is combined for each link to create a "weight" that reflects the intensity of flow of container capacity along that link. The computation follows that of UNCTAD's Liner Shipping Connectivity Index but specialized to trade from one port to another rather than between countries.

We also use these LSCI-like weights to compute a score for each port that reflects the strength of its connectivity to other ports within the network. We call this score the Container Port Connectivity Index (CPCI). In fact, the CPCI consists of two numbers, one that reflects how well-connected the port is for inbound freight and the other for outbound (Figure 1).

What is distinctive about our index is that it is based on more than just local data. It is computed in the same way that web pages can be ranked: The score awarded to a port depends on the scores of its immediate trading neighbors, and also — with diminishing

effect — on the scores of the neighbors of those neighbors, and so on. This may be seen in the CPCI score for Praia, a container port in Cape Verde. Praia is unusual among the smaller ports of West Africa in having a relatively high inbound CPCI score. This is a result of the fact that it receives service directly from Algeciras, a regional hub with a relatively high outbound score. That service continues on to St. Vicente, which has a lower inbound score than Praia because it is further removed from Algeciras. Similarly, the ports further down-service have still smaller inbound scores.

The relative strengths of CPCI inbound and outbound scores reflect how the port figures into the sequence of service calls. If the port is the first stop after a service departs from a big international shipping hub, it will tend to have a higher inbound than outbound score, and a port that appears at the end of a service will tend to have a higher outbound score. For example, the ports of Los Angeles and Long Beach (LA/LB) have relatively high inbound scores because they receive many containers directly from Shanghai (big US retailers insist on direct shipments to reduce their inventory costs). On the other hand, the outbound score of LA/LB is much lower, because they are not centers of export. After calling at LA/LB, many of the services from East Asia continue up the coast of California to call at Oakland before

Figure 1: The network of scheduled container services among 457 ports of the world scaled by Outbound CPCI score

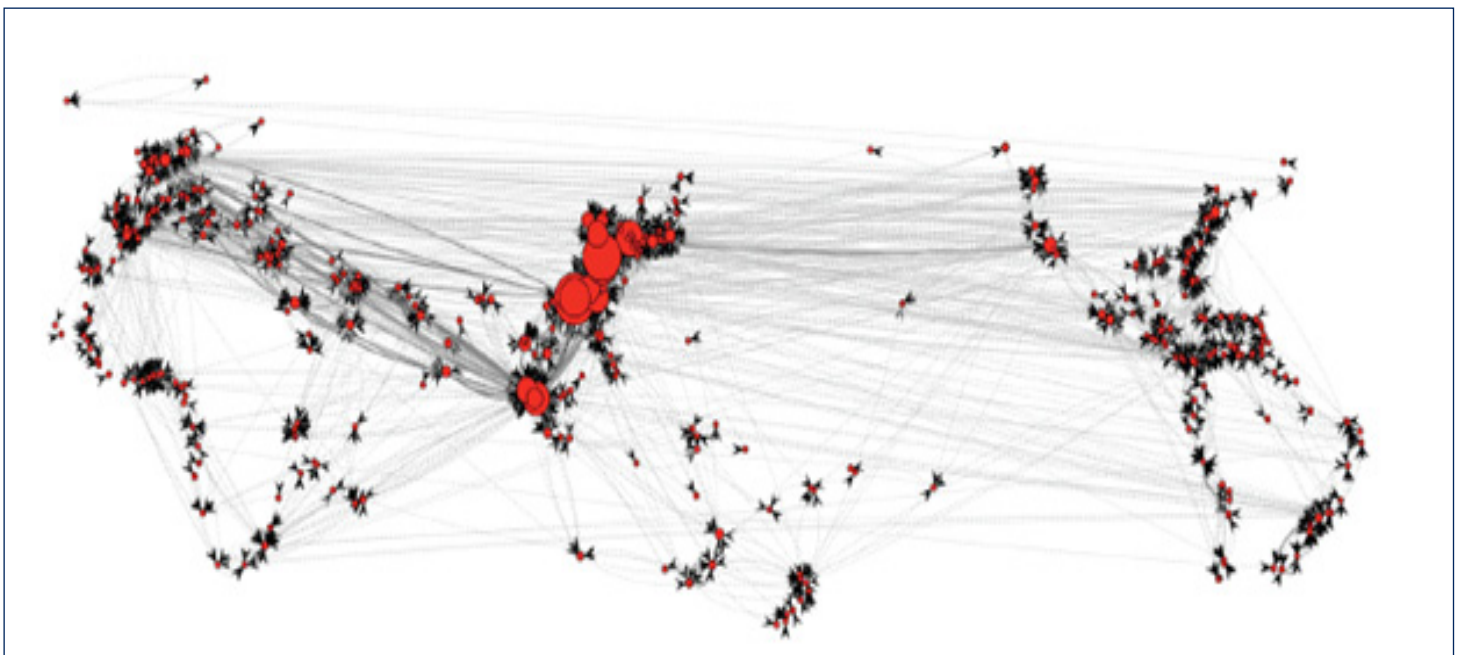


Table 1: All but two of the twenty highest-scoring scoring ports by CPCI (inbound) are in Asia based on 2011 data.

Rank	Port	Inbound	Outbound	Country
1	Hong Kong	0.408	0.404	China
2	Shanghai	0.373	0.348	China
3	Ningbo	0.304	0.342	China
4	Yantian	0.286	0.265	China
5	Busan	0.252	0.242	South Korea
6	Singapore	0.246	0.342	Singapore
7	Kaohsiung	0.205	0.201	Taiwan Province of China
8	Chiwan	0.197	0.191	China
9	Yxiamen	0.193	0.184	China
10	Shekou	0.186	0.161	China
11	Port Klang	0.175	0.194	Malaysia
12	Qingdao	0.173	0.159	China
13	Nansha	0.137	0.111	China
14	Tanjung Pelepas	0.129	0.113	Malaysia
15	Gwangyang	0.129	0.118	South Korea
16	Los Angeles CA	0.093	0.029	USA
17	Long Beach CA	0.092	0.019	USA
18	Xingang/Tianjin	0.089	0.080	China
19	Da Chan Bay	0.083	0.081	China
20	Laem Chabang	0.082	0.063	Thailand

returning to the giant ports of Asia. As a result, Oakland has a relatively large outbound score in comparison to its inbound score.

According to the CPCI, the two most important container ports in 2011 were Hong Kong and Shanghai, and they ranked in this order with respect to both inbound and outbound scores (see Table 1). According to the inbound CPCI, of the top twenty ports all but LA and LB were in Asia. And according to the outbound CPCI, of the top twenty ports all but Oakland were in Asia.

The CPCI is defined for ports while the LSCI is defined for countries, but we can directly compare rankings for those countries with a single dominant port. We identified 64 container ports that were, within our data source, unique within their country, and then compared rankings by the 2011 LSCI and by each of the inbound and outbound versions of Container Port Connectivity Index. The results are generally consonant, and all three measures agreed that the top three such ports were Singapore, Rotterdam, and Colombo.

Any index that claims to rank ports is an attempt to summarize a complex environment. The CPCI is a descriptive index that summarizes in two numbers something about how each port is connected to others within the larger network. Importantly, the CPCI expresses more than local connectivity to immediate neighbors but also neighbors-of-neighbors, and so on, with all links weighted by an estimate of the intensity of trade. Furthermore, the CPCI allows inbound and outbound strengths to be studied independently, and this gives a more detailed look at the economic roles played by each port. Finally, the CPCI supports what-if analysis in a way that survey-based indices cannot.

The network model also allows us to identify natural trading communities, those collections of ports that are more strongly connected amongst themselves than with other ports. Performing this computation identifies eight trading communities based on the flow of containers. They are, in relative order of importance, Asia-Pac and Trans-Pacific, Trans-Atlantic, South Asia and Mideast, West and South Africa, Caribbean/Southeastern Coast of North America/Pacific South America. In addition, there are three communities that seem to be primarily results of geographic

segregation: the small ports of New Zealand; the ports of Southeastern Latin America; and the ports of the Mediterranean.

Like LSCI, the CPCI scores are based on connectivity; they are not based on geography, and so do not explicitly account for travel time between ports. Similarly, CPCI scores ignore transshipment. Nevertheless, we expect the CPCI to be useful in some of the same ways as the LSCI but at a more granular level. This may include explaining how the container-shipment network changes over time or using the edge weights and port scores as explanatory variables for economic phenomena. We believe these finer-grained statistics will be easier to understand and to explain because they directly reflect immediate decisions of primary actors such as shipping companies and may also be used by shippers to locate potential hubs for their distribution network.

For further information please contact, John J. Bartholdi (john.bartholdi@isye.gatech.edu); Pisit Jarumaneeroj (limumil@gatech.edu) Georgia Institute of Technology and Amar Ramudhin (A.Ramudhin@hull.ac.uk) The Logistics Institute, University of Hull, UK.

MARITIME PIRACY: NEW TWO-PART REPORT PUBLISHED BY UNCTAD

The report considers the costs and trade-related implications of maritime piracy and takes stock of regulatory and other initiatives pursued by the international community in an effort to combat piracy

Part I of the report entitled: Maritime Piracy (Part I): An Overview of Trends, Costs and Trade-related Implications, presents overall trends in maritime piracy and related crimes, and highlights some of the key issues at stake by focusing on its costs and broader trade-related implications. It is available at: http://unctad.org/en/PublicationsLibrary/dtltlb2013d1_en.pdf

Part II of the report entitled: Maritime Piracy (Part II): An Overview of the International Legal Framework and of Multilateral Cooperation to Combat Piracy, provides an overview of the contemporary international legal regime for countering piracy and identifies key examples of international cooperation and multilateral initiatives to combat the phenomenon. It is available at: http://unctad.org/en/PublicationsLibrary/dtltlb2013d3_en.pdf

The importance of oceans and seas for trade-led economic prosperity has increased in tandem with growth in the world economy, global merchandise trade and maritime transport activity. However, increased international trade volumes and values have also heightened the exposure and vulnerability of international shipping as a potential target for piracy, armed robbery and other crimes.

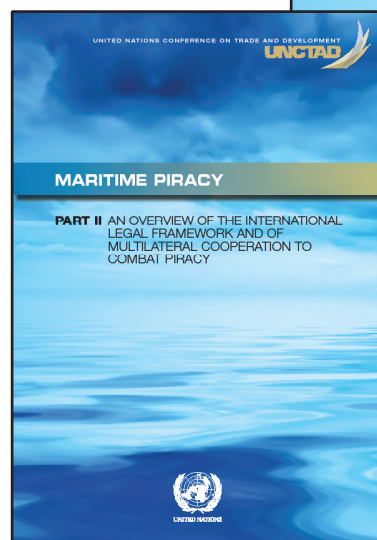
During the past decade, which has seen a dramatic rise in maritime piracy in East African waters and pirates becoming more sophisticated, violent and resilient, the issue has considerably increased in importance and emerged as a transnational humanitarian, economic and security challenge.

While intensified international counter-piracy efforts have since contributed to a reduction

in the number of incidents in the region, this positive trend remains fragile and could be undermined and reversed unexpectedly. In addition, with a surge in piracy observed in the Gulf of Guinea, West African waters are also emerging as a dangerous hotspot for piracy.

Given the issues at stake and the broad range of costs and trade-related implications of maritime piracy at both the regional and the global level, sustained long-term efforts to combat and repress piracy clearly remain a matter of strategic importance. While progress will ultimately also depend on the economic situation and on political stability in affected regions, addressing the challenge of piracy in an effective manner requires strong cooperation at the political, economic, legal, diplomatic and military levels, as well as collaboration between diverse public and private sector stakeholders across regions.

As part of its mandate on trade logistics, UNCTAD carries out substantive research and analysis on a wide range of legal and policy issues affecting transport and trade, and disseminates information on recent developments including in the field of maritime and supply-chain security, and maritime piracy.



For further information please contact: policy.legislation@unctad.org; Fax: +41 22 917 0050, UNCTAD. For additional information about related activities please see <http://unctad.org/ttl/legal>.

PUBLICATIONS

UNCTAD 2014 world shipping fleet data on-line.

The largest national fleets in 2014 are those of Panama (21.07 per cent of total tonnage), followed by Liberia (12.13 per cent), the Marshall Islands (9.01 per cent), China Hong Kong (SAR) (8.17 per cent) and Singapore (6.14 per cent). Together, these top 5 registries account for 56.5 per cent of the world tonnage. Bulk carriers make up 42.9 per cent of the total tonnage, followed by oil tankers (28.5 per cent) and container ships (12.8 per cent). This, and much more detailed information about vessel types and national fleets for 1980-2014 can be found under:

<http://stats.unctad.org/fleet>

UNCTADstat, not just the «flag»

New additional UNCTAD table on 2014 shipping fleet ownership is on-line since today.

<http://unctadstat.unctad.org/wds/TableViewer/tableView.aspx?ReportId=80100>

UNCTAD Review of Maritime Transport 2013 now also available in Spanish and Russian.

The Review of Maritime Transport is an UNCTAD flagship publication, published annually since 1968.

Around 80 per cent of the volume of international trade in goods is carried by sea, and the percentage is even higher for most developing countries. The Review of Maritime Transport provides an analysis of structural and cyclical changes affecting seaborne trade, ports and shipping, as well as an extensive collection of statistical information. Every issue provides data and insights on:

- Seaborne trade
- Emerging trends affecting maritime transport
- Fleet ownership and registration
- Shipbuilding and demolitions
- Freight rates

- Liner shipping connectivity
- Port traffic
- Legal and regulatory developments
- A topical issue covered in a special chapter identify

<http://unctad.org/en/Pages/Publications/Review-of-Maritime-Transport-%28Series%29.aspx>

The Oceans Economy: Opportunities and Challenges for Small Island Developing States.

The report is the consequence of a joint effort from a team of experts from UNCTAD and the Commonwealth Secretariat to better understand the implications of the nascent and evolving concept of the oceans economy.

This report underlines the importance of sustainable oceanic activities for the development of SIDS and other coastal states.

Both opportunities and challenges for SIDS are identified in existing and emerging trade-related sectors such as sustainable fisheries and aquaculture, renewable marine energy, marine bio-prospecting, maritime transport and marine and coastal tourism.

It also points at the need to consider the formation of regional economic groupings that combine their “economic exclusive zones” under a common oceans economic space in order to be able to seize, manage and sustainably use joint resources and build common infrastructures.

<http://unctad.org/en/pages/PublicationWebflyer.aspx?publicationid=970>

ESCAP study: Impacts of trade facilitation measures on poverty & inclusive growth

Case studies from Asia

In the post-crisis world, new drivers of growth are required to drive further reductions in poverty. This new book from the Asia-Pacific Research and Training Network on Trade (ARTNeT) examines the role of trade facilitation

measures in lowering barriers to trade and raising incomes. In addition to a review of relevant literature and theoretical findings, empirical case studies are presented from across the region including: Indonesia, Sri Lanka, Bangladesh, Thailand, and China.

<http://www.unescap.org/resources/impacts-trade-facilitation-measures-poverty-and-inclusive-growth-case-studies-asia>

Int. Journal of Shipping and Transport Logistics

Special Issue on: “Short Sea Shipping in a Globalised World”

This special issue aims at collecting recent original research outputs related to SSS in a globalised world. It will include revised and substantially extended versions of high-quality papers presented at the 2015 Global Port Research Alliance (GPRA) Conference and the 2015 Asian Logistics Round Table (ALRT) Workshop cum International Conference on Maritime Connectivity in the Asia Pacific Region.

<http://www.inderscience.com/info/ingeneral/cfp.php?id=2730>

Volume 16, Issue 3 of Maritime Economics and Logistics

This issue includes articles on the following topics: maritime transport costs, value-at-risk analysis, cascading effects and the feeder network among others.

<http://econpapers.repec.org/article/palmarec/>

Volume 41, Issue 5 of Maritime Policy and Management

This issue includes articles on the following topics: port logistics, governance structure, impact of port operations, incentives to reduce port inefficiency and monetary value creation among others.

<http://www.tandfonline.com/toc/tmpm20/current#.VBcLKLQX7To>



UPCOMING EVENTS

UNCTAD's Multi-year Expert Meeting on Transport, Trade Logistics and Trade Facilitation, third session (Small Island Developing States)

24-26 November 2014, Geneva, Switzerland

The third session of the Multi-year Expert Meeting on Transport, Trade logistics and Trade Facilitation, will be held from 24 - 26 November 2014 in Geneva, Switzerland.

<http://unctad.org/en/pages/MeetingDetails.aspx?meetingid=500.aspx?meetingid=500>

Propeller Club dinner & presentation on Port State Control

23 October 2014, Geneva, Switzerland

The Propeller Club is pleased to announce an evening talk by Richard W. J. Schiferli, Secretary General of the Paris MoU on Port State Control.

<http://www.propellerclub-gva.ch/index.php/en/104-23-10-2014-port-state-control>

TOC Market Briefing: West Africa

10-11 December 2014, Tenerife, Spain

The West Africa conference for people who own, move and handle containerised cargo (UNCTAD will be participating at this conference).

<http://www.toc-marketbriefing.com/>



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