UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT
UNCTAD

TRANSPORT & TRADE FACILITATION NEWSLETTER

TRADE LOGISTICS BRANCH, DIVISION ON TECHNOLOGY AND LOGISTICS

Nº. 67 - Third Quarter 2015

IN THIS ISSUE

UNITED NATIONS
UNCTAD

EDITORIAL

Dear readers,

This issue of UNCTAD's Transport and Trade Facilitation Newsletter has a special focus on UNCTAD's flagship report: The Review of Maritime Transport 2015.

We present you the latest trends in seaborne trade, fleet, freight costs, ports and the legal and regulatory framework. This year's special chapter deals with sustainable transport.

In this issue, you will also find articles on new trade facilitation projects in Africa and Central Asia, booming trade flows between West / Central Africa and China, specific training needs of National Trade Facilitation Committees, as well as port rankings.

Enjoy the reading!

UNCTAD Trade and Logistics Branch

SPECIAL ISSUE

2015
REVIEW OF MARITIME TRANSPORT

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.

THE WORLD'S COMMERCIAL SHIPPING FLEET GREW AT LOWEST RATE IN TEN YEARS IN 2014

Oversupply in the container shipping sector remains, Review of Maritime Transport 2015 says

The world's commercial fleet grew by 3.5 per cent during the 12 months to 1 January 2015, the lowest annual growth rate in over a decade, the UNCTAD Review of Maritime Transport 20151 reveals. At the beginning of the year, the fleet totalled 89,464 vessels, with overall 1.75 million in deadweight tonnage.

Despite its economic troubles, Greece remained the leading ship-owning country, with Greek companies accounting for more than 16 per cent of the world industry, followed by companies from Japan, China, Germany and Singapore. Together, the top five ship-owning countries control more than half of the world deadweight tonnage. Five of the top 10 ship-owning countries are from Asia, four from Europe and one – the United States of America – from continental America.

Over the last decade, China, Hong Kong (China), the Republic of Korea and Singapore have moved up in the ranking of largest ship-owning countries, while Germany, Norway and the United States have a lower market share today than in 2005. In South America, the largest ship-owning country (in deadweight tonnage) continues to be Brazil, followed by Mexico, Chile and Argentina. The African country with the largest fleet ownership is Angola, followed by Nigeria and Egypt.

China ranked highest on the UNCTAD Liner Shipping Connectivity Index, which provides an indicator of a coastal country's access to the global liner shipping network (the network of regular maritime transport services for containerized cargo). China was followed by Singapore, Hong Kong (China), the Republic of Korea, Malaysia and Germany.

The best-connected countries in Africa are Morocco, Egypt and South Africa, reflecting their positions at the corners of the continent. In Latin America, Panama ranks highest on the Liner Shipping Connectivity Index, benefiting from the Panama Canal and from being at the crossroads of main East–West and North–South routes, followed by Mexico, Colombia and Brazil. The 10 economies that rank lowest on the Index are all island States, reflecting their low-trade volumes and remoteness.

Data on fleet deployment illustrate the process of concentration in liner shipping, which has seen the recent mergers of Compañía Sudamericana de Vapores and Hapag Lloyd, and Compañía Chilena de Navegación Interoceánica and Hamburg Süd. While the container-carrying capacity per provider for each country tripled between 2004 and 2015, the average number of companies that provide services to each country's ports decreased by 29 per cent (see figure).

Both trends illustrate two sides of the same coin: as ships get bigger and companies aim at achieving economies of scale, there remain fewer companies in individual markets. The Review of Maritime Transport 2015 says that it will be a challenge for policymakers to support technological advances and cost savings, for example through economies of scale, yet at the same time ensure a sufficiently competitive environment so that cost savings are effectively passed on to the clients, that is, importers and exporters.

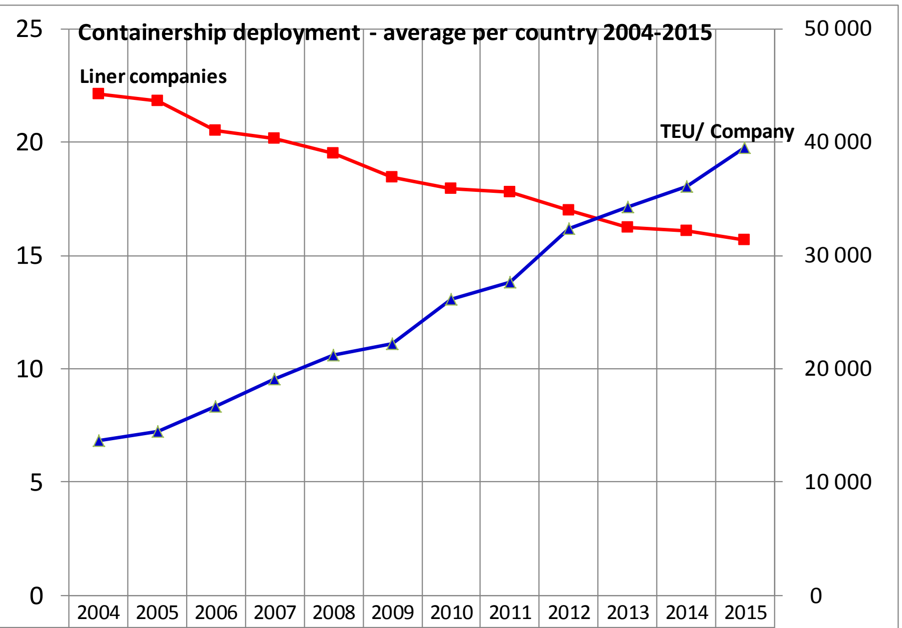
At the beginning of 2015, the report reveals, the top 10 liner shipping companies operated more than 61 per cent of the global container fleet, and the top 20 controlled 83 per cent of all container-carrying capacity. Together, the three largest companies have a share of almost 35 per cent of the world total.

All companies with vessels on the order book are investing in larger vessels, with the average vessel size being larger than the current average container-carrying capacity. This attempt to realize economies of scale increases the risk of oversupply, UNCTAD notes.

The average vessel size for all new vessels on order by the top 15 companies is above 10,000 twenty-foot equivalent units, which is double the current average size of vessels in the existing fleet of each company. Only very few companies outside the top 20 carriers have placed any new orders and these orders are for far smaller vessel sizes.

Rates of tonnage added to the global fleet continued to decline in absolute terms compared to previous years. The report notes, however, that the overall growth rate of tonnage remained above indicators such as that of global gross domestic product and trade growth, and slightly higher than that of the growth of seaborne trade (3.4 per cent in 2014).

The Review of Maritime Transport 2015 says that total tonnage delivered in 2014 was only slightly more than half the tonnage delivered in the peak year of the historically largest shipbuilding cycle in 2011. The report explains that because several years pass between the placement of an order for a new ship and its delivery, ships are often ordered



	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Liner companies	22.	21.	20.	20.	19.	18.	17.	17.	17.	16.	16.	15.
TEU/ Company	13 6	14 4	16 6	19 0	21 2	22 1	26 1	27 6	32 3	34 2	36 0	39 5

Note: TEU = twenty-foot equivalent unit
Source: Review of Maritime Transport 2015 (UNCTAD)

when the market is perceived as strong, only to be delivered years later, when the market may have become weaker.

As the report explains, tonnage delivered in 2014 had been ordered in some cases as long ago as 2008. While this oversupply may not be good news for shipowners, UNCTAD argues that it is a positive development for the revival of global trade because there is no shortage of carrying capacity and the cost of trade continues to decline in the long term.

In addition, the report reveals that, for the first time since the peak of the shipbuilding cycle, the average age of the world fleet increased slightly in 2014. The delivery of fewer new ships, combined with reduced scrapping activity, means that newer tonnage no longer compensates for the natural aging of the fleet.

For further information, visit: http://unctad.org/rmt

THE FLEET

World fleet grew by **3.5%**

The lowest annual growth rate in over a decade

World commercial fleet consisted of **89,464** vessels

1.75 billion dwt **Total tonnage of**

The average age of the world fleet increased slightly

Top 5 largest ship-owning countries

- Greece
- Japan
- China
- Germany
- Singapore

Together, these countries control more than half of the world tonnage

As ships get bigger and companies aim at achieving economies of scale, there remain fewer companies in individual markets.

Between 2004 & 2015

the container carrying capacity per provider per country tripled X3

the average number of companies that provides services from/ to each country's ports decreased by 29 %

PORTS

Developing economies' share of world container port throughput increased to **71.9%**

This continues the trend for a gradual rise in developing countries' share of world container throughput.

DID YOU KNOW? The world largest terminal operator handled 65.4 million TEU in 2014 an increase of 5.5% over the previous year.

ECONOMIC, ENVIRONMENTAL AND SOCIAL CHALLENGES FACING PORTS

- Growing and concentrated traffic volumes brought about by ever increasing ships size
- The cost of adaptation of port and port hinterland infrastructure measures
- A changing market place as a result of increased alliances between shipping lines
- National budget constraints limiting the possibilities of public funding for transport infrastructure
- Volatility in energy prices, the new energy landscape and the transition to alternative fuels
- Entry into force of the stricter sulphur limits in (e.g. IMO Emission Control Area countries)
- An increasing societal and environmental pressure
- Potential changes in shipping routes from new or enlarged or new international passage ways

DEVELOPING COUNTRIES' SHARE IN THE VOLUME OF GLOBAL SEABORNE IMPORTS EXCEEDED SHARE OF SEABORNE EXPORTS FOR THE FIRST TIME IN 2014

Review of Maritime Transport 2015 says developing countries are ever larger users of maritime transport services

The share of global goods loaded at developing country seaports was estimated at 60 per cent in 2014, while the import demand of developing countries, as measured by the volume of goods unloaded at their seaports, reached 61 per cent, UNCTAD data show. This means that for the first time in recorded history, the developing country share in the volume of imports slightly exceeded their share in exports, according to estimates published in the UNCTAD Review of Maritime Transport 20151.

Developing countries have incrementally shifted patterns of trade as the distribution between the goods loaded and unloaded has changed significantly. No longer only sources of supply of raw materials, developing countries are also key players in globalized manufacturing processes now and a growing source of demand.

Developing countries' share of global imports, measured by volume of unloaded goods grew, by 3 1/2 times, to reach 61 per cent in 2014 from just 18 per cent in 1970, UNCTAD data show (see figure). Asia continued to dominate as the main loading and unloading region in 2014, followed by continental America, Europe, Oceania and Africa.

According to UNCTAD, global seaborne shipments increased by an estimated 3.4 per cent in 2014. This represents an additional volume of more than 300 million tons, taking the total volume to 9.84 billion tons.

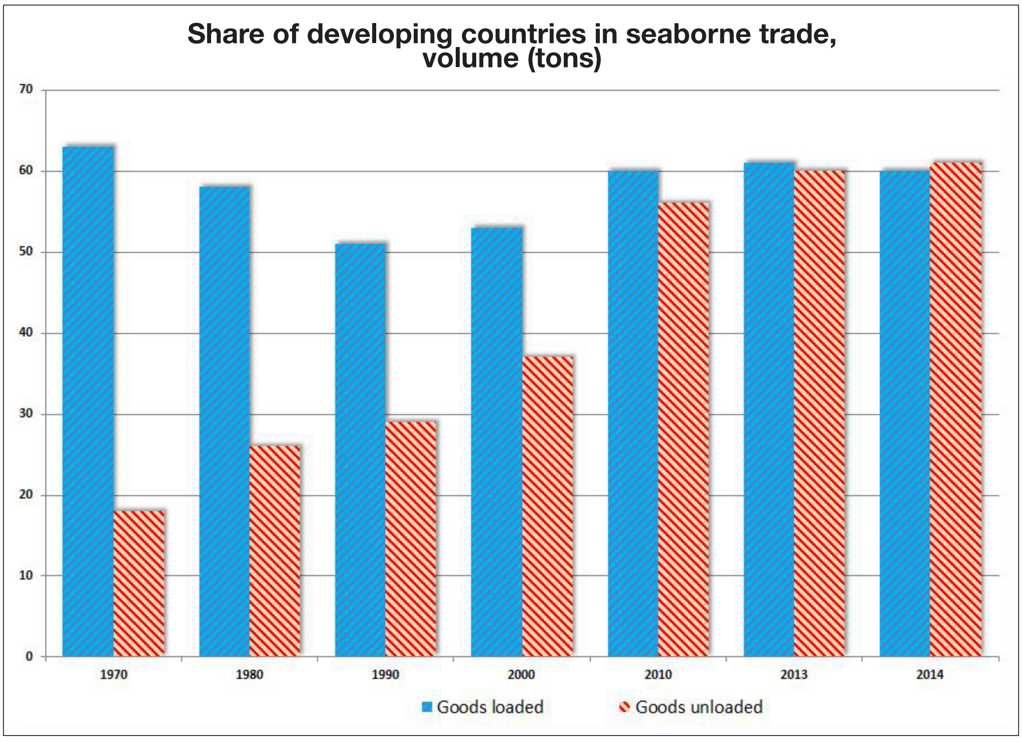
In addition, the Review of Maritime Transport 2015 calculates that growth in ton–miles performed by maritime transport was estimated to have increased by 4.4 per cent in 2014, up from 3.1 per cent in 2013 (the ton–mile unit, an accurate measure of demand for shipping services and tonnage, takes into account distance, which determines the transportation capacity of ships over time).

Dry bulk commodities, namely iron ore, coal, grain, bauxite and alumina, phosphate rock and minor bulk commodities accounted for nearly half of the total 52,572 estimated billion ton–miles performed in 2014. The ton–miles of dry bulks expanded firmly, at 6.4 per cent for major dry bulk commodities and 5.2 per cent for minor bulk commodities.

Apart from China, iron ore and coal demand from other fast-growing economies such as India and the Republic of Korea is now on the rise, and iron ore and coal import demand in Asia has contributed significantly to the growth in dry bulk trade volumes over recent years.

With crude oil volumes estimated to have contracted in 2014, the associated ton–miles remained flat, indicating growth in distances travelled. The average haul of crude oil trade to Asia was estimated at over 5,000 miles in 2014 – 9 per cent greater than 2005 levels.

Ton–miles generated by containerized trade were estimated to have increased by 5.4 per cent, driven by the recovery on the peak legs of the Asia–Europe and trans-Pacific trade routes as well as the continued rise in longer haul North–South trade volumes



Source: Review of Maritime Transport 2015 (UNCTAD)

SEABORNE TRADE

2.3% **World merchandise trade** grew 2.3%. This is down from 2.6% in 2013 and below the pre-crisis levels

3.4% **Global seaborne shipments** have increased 3.4%, at the same rate than in 2013

Additions to volumes exceeded 300 million tons taking the total to 9.84 billion tons

This performance unfolded in the context of a number of developments including:
- a slowdown in large emerging developing economies
- lower oil price levels and new refinery capacity developments
- a slow-moving and uneven recovery in the advanced economies

Developing countries share of global imports measured by volume of unloaded goods reach

61% 3.5 times more than in 1970

AT 11.4 PER CENT OF THE VALUE OF IMPORTS, AFRICAN COUNTRIES PAID MORE FOR INTERNATIONAL TRANSPORT THAN ANY OTHER REGION IN 2005–2014

Global average was 9 per cent, Review of Maritime Transport 2015 says

International transport costs amounted to a country average of 9 per cent of the value of imports during the decade 2005–2014, according to the UNCTAD Review of Maritime Transport 20151. Globally, technological advances, economies of scale, improved trade and transport facilitation as well as more fuel efficient ships and trucks have all contributed to the trend of a long-term decline in international transport costs.

Among the main regional groupings, African countries paid the most (an average of 11.4 per cent), followed by Oceania (9.6 per cent), against an average of only 6.8 per cent for developed countries (see figure). UNCTAD has identified seven fundamental reasons behind the disparity in international transport costs and the relatively high cost of transport for African countries in particular:

1. Many countries in Africa are landlocked, depending not only on the procedures of their own customs and other border agencies, but also on those of neighbouring transit countries. Many countries in Africa also report low scores in indicators such as the Doing Business Index or the Logistics Performance Index.

2. Operating costs for vessel operators are the same overall, largely independent of routes or locations. These vary, however, depending on ship type and age. Routes with smaller and/or older vessels, such as those delivering most services that connect African countries, will have higher operating costs.

3. In continental Africa, some countries have been able to benefit from their geographical position and offer trans-shipment services. Egypt, for example, benefits from the traffic passing through the Suez Canal, and Mauritius and Morocco both have established important hub ports. Most other African countries, however, are relatively far from the major East–West shipping routes.

4. Several smaller African economies only provide relatively small markets. As a result, shippers may be confronted with oligopolistic markets, where low levels of competition may lead to higher prices.

5. The types of manufactured goods imported into African developing countries tend to be of relatively lower value – that is, on average the cars, clothes or tools imported into Africa are of lower per-unit value than those imported into Europe or North America. Hence, the cost of transport increases as a percentage share.

6. Many African developing countries are confronted with transport infrastructure bottlenecks. The largest ships that can be accommodated are far smaller than those that call at ports in other regions. Also, private sector participation through concessions is less frequent in developing countries in Africa. Both aspects empirically contribute to higher transport costs.

7. Most countries in Africa have a merchandise trade deficit. As a consequence, ships are more likely to arrive fully loaded and have spare capacity when returning to China, Japan or Europe. Freight rates for imports will thus be higher than freight rates for exports.

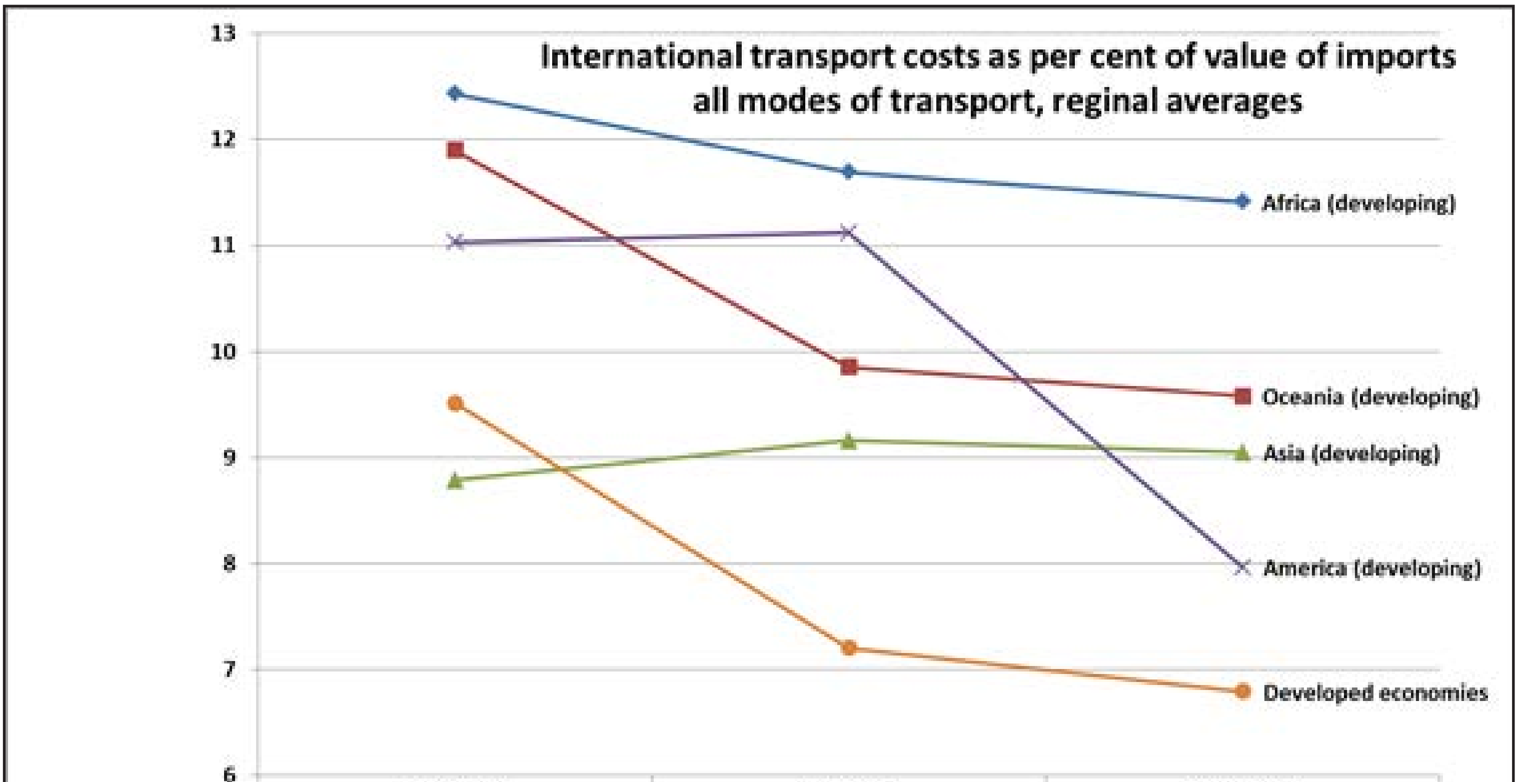
UNCTAD suggests that there is potential for policymakers to remedy the situation through investments and reforms, especially in seaports, transit systems and customs administrations.

The Review of Maritime Transport 2015 also examines trends in container freight rates, which remained volatile throughout 2014. The report identifies different trends in the rates charged on individual routes that container ships take around the world and concludes that, despite the expansion in global demand for container shipping, there was no significant change in the market fundamentals determining rates. This was because of constant supply pressures on market rates from the introduction of very large ships in main East–West routes and the transferral of smaller, older ships to non-main North–South and regional routes.

The tanker market, which encompasses the transportation of crude oil, refined petroleum products and chemicals, witnessed an equally volatile freight rate environment in 2014, the report says. As a whole, the Baltic index for crude oil (Baltic Dirty Tanker Index) progressed by 21 per cent in 2014, reaching 777 points, whereas the Baltic Clean Tanker Index remained almost at the same level as in 2013, with 607 points, compared to 605 in 2013. In 2014, freight rates for both crude and product carriers increased in general for all vessel segments. Demand outperformed supply for the first time since 2010, leading to higher freight rates.

Despite a strong start and high expectations for a positive impetus carried over from 2013, dry bulk market freight rates faced another challenging year, influenced by surplus capacity and uncertainties in demand that still exist.

For further information, visit:
http://unctad.org/rmt



	1985-1994	1995-2004	2005-2014
Africa (developing)	12.4	11.7	11.4
Oceania (developing)	11.9	9.9	9.6
Asia (developing)	8.8	9.2	9.0
America (developing)	11.0	11.1	8.0
Developed economies	9.5	7.2	6.8

Source: Review of Maritime Transport 2015 (UNCTAD)

FREIGHT COSTS

Developing countries pay

40 to 70% more

for the international transport of their imports than developed countries.

Container and tanker freight rates remained volatile throughout 2014

The dry bulk market freight rates faced another challenging year influenced by the surplus capacity that still exists and the uncertainties in demand projections.

Bulk carrier earnings fell 5% from 2013 to reach an average of $9,881/day

MARITIME TRANSPORT AND CLIMATE POLICY AT A CRITICAL JUNCTURE

UNCTAD Review of Maritime Transport 2015 also explains sector's economic, social and environmental dimensions

Maritime transport is at a critical juncture as the global community commits to the new Sustainable Development Goals and gears up for a new international climate policy agreement. The UNCTAD Review of Maritime Transport 2015[1] highlights the role of freight transport, including maritime transport, in addressing the global sustainability and resilience agenda.

With more than 80 per cent of world merchandise trade by volume being carried by sea, maritime transport remains the backbone of international trade and globalization, the report says. Equally, the sector is a key enabling factor for other sectors and economic activities.

The sector has a new opportunity both to assert its strategic importance as an economic activity – one that creates jobs and revenue, enables trade, supports supply chains and links communities – and to underscore its potential to generate value in terms of social equity, conserving resources and protecting the environment. For the sector to take up this role effectively, however, sustainability and resilience criteria need to be integrated into transport development plans at the early stages of planning, decision-making and investment.

Removal of the physical and non-physical barriers that drive up costs and undermine trade is essential to the sustainability of freight transport systems including maritime transport. Developing countries in particular are faced with relatively higher transport costs due to limited transport connectivity and access to markets resulting from transport infrastructure gaps and inadequacy. In this context, a well-articulated vision for transport infrastructure should be pursued as a matter of priority. Another key element of enhancing the sustainability and resilience of maritime transport is the need to address the nexus between energy, transport costs, environmental degradation and climate change. Breaking away from fossil fuel-intensive maritime propulsion systems to reduce the sector's overdependence on oil is essential. Investing in energy efficiency measures, alternative energy sources and more sustainable operational and management practices can help control fuel and transport costs, derive efficiency gains, enable more effective access to markets, promote trade competiveness, protect the environment and manage carbon emissions.

The Review of Maritime Transport 2015 underlines that maritime transport is facing the dual challenge of climate change mitigation and adaptation. While curbing greenhouse gas emissions remains urgent to ensure manageable global warming levels, the effects of climate variability and change – irrespective of the causes – are already being felt in different parts of the world, often in the poorest countries which are less able to cope.

Seaports, acting as key nodes in international transport networks across supply chains, are particularly vulnerable to climate change due to their location in coastal and low-lying areas. They are likely to be affected directly and indirectly by climatic factors such as rising sea levels, extreme weather events and rising temperatures. These factors will also affect port hinterland connections and transport corridors across transport networks as international trade increasingly requires the use of rail, road and waterway transport. In this context, building the climate resilience of maritime transport systems is a precondition for their long-term sustainability, the UNCTAD report says.

Scaling up finance levels and diversifying sources of finance is critical for the implementation of sustainable and resilient freight transport systems including in the maritime sector. In an era of increasingly constrained national budgets, therefore, finding innovative ways to mobilize financing is critical. New sources and mechanisms and greater private sector involvement such as through public–private partnerships are important. Climate finance could emerge as an important channel for mobilizing additional resources, including for maritime transport.

Recent changes in the legal and regulatory framework

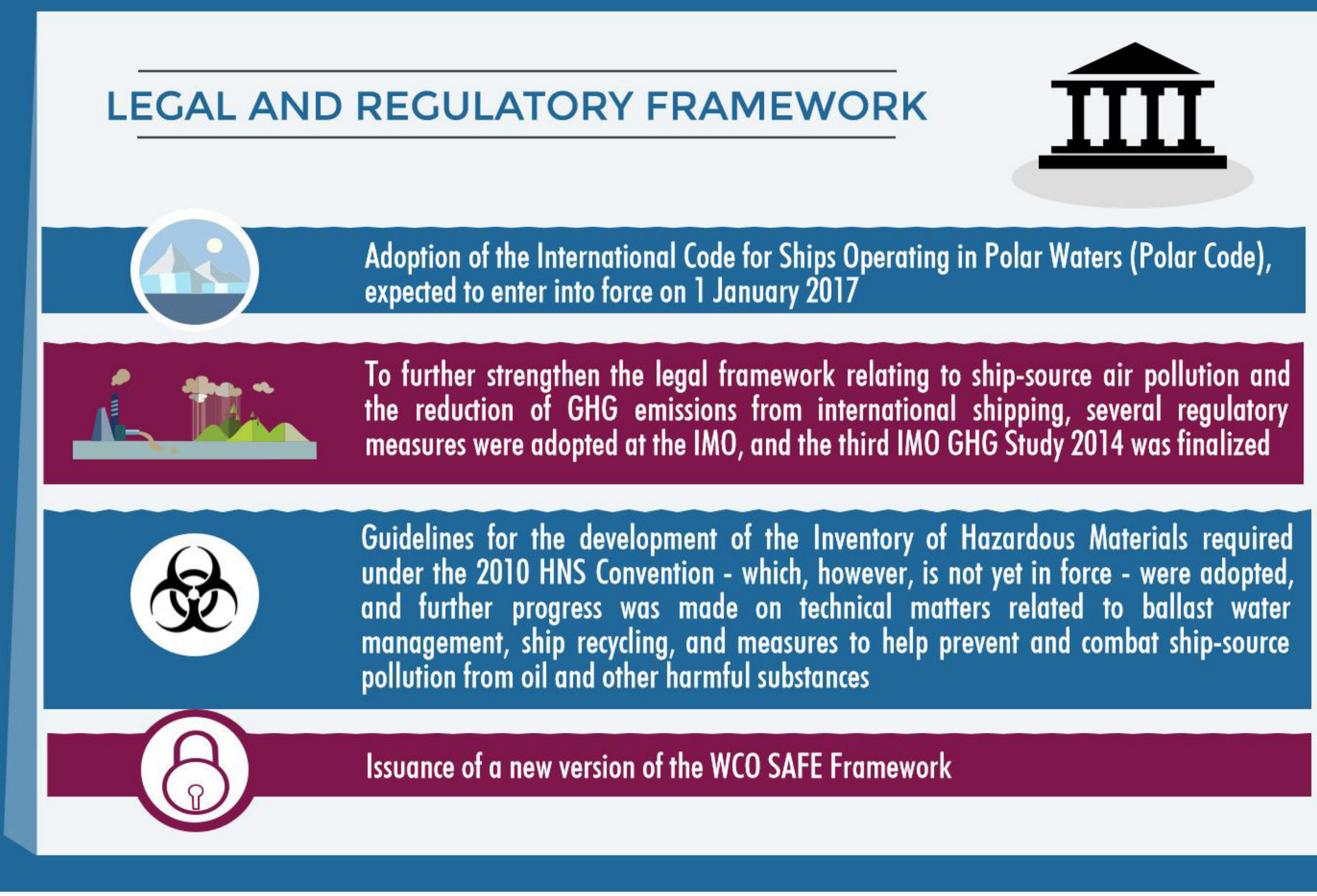
In 2014, important regulatory developments in the field of transport and trade facilitation included the adoption of the International Code for Ships Operating in Polar Waters (Polar Code), expected to enter into force on 1 January 2017, as well as a range of regulatory developments relating to maritime and supply chain security and environmental issues.

To further strengthen the legal framework relating to ship-source air pollution and the reduction of GHG emissions from international shipping, several regulatory measures were adopted at the International Maritime Organization (IMO), and the Third IMO Greenhouse Gas Study 2014 was finalized. Also, guidelines for the development of the Inventory of Hazardous Materials required under the 2010 International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea – not yet in force, however – were adopted, and further progress was made with respect to technical matters related to ballast water management, ship recycling, and measures helping to prevent and combat pollution of the sea from oil and other harmful substances.

Continued enhancements were made to regulatory measures in the field of maritime and supply chain security and their implementation, including the issuance of a new version of the World Customs Organization Framework of Standards to Secure and Facilitate Global Trade in June 2015, which includes a new pillar 3: "Customs-to-other Government and inter-government agencies".

Meanwhile, as regards suppression of maritime piracy and armed robbery, positive developments were noted in the waters off the coast of Somalia and the wider western Indian Ocean. Concern remains, however, about the seafarers still being held hostage. A downward trend of attacks in the Gulf of Guinea was also observed, indicating that international, regional and national efforts are beginning to take effect.

For further information, visit:
http://unctad.org/rmt



UNITED KINGDOM FUNDS PROJECT ON TRADE FACILITATION

The United Kingdom is funding a capacity building project to be implemented by UNCTAD and the World Customs Organization, which aims to support the implementation of the World Trade Organisation's Trade Facilitation Agreement in developing and least developed countries.

UNCTAD is joining forces with the UK and WCO to advance the entry into force and implementation of the World Trade Organisation's Trade Facilitation Agreement.

A Memorandum of Understanding was signed by Her Majesty's Revenue and Customs (HMRC) of the Government of the United Kingdom of Great Britain and Northern Ireland, the World Customs Organization (WCO) and UNCTAD.

UNCTAD's long-standing expertise in establishing and assisting in operating National Trade Facilitation Committees will be an important contribution to the success of the project.

The project, which will run over a three year period, will receive total funding of GBP 2,7 million of which GBP 300,000 is earmarked for UNCTAD activities.

"This project show cases how donors and international organizations can collaborate to deliver value-added assistance to developing and least developed countries on the implementation of the TFA," said UNCTAD Secretary-General, Dr. Mukhisa Kituyi.

UNCTAD, in partnership with recipient countries, will focus on the following activities:

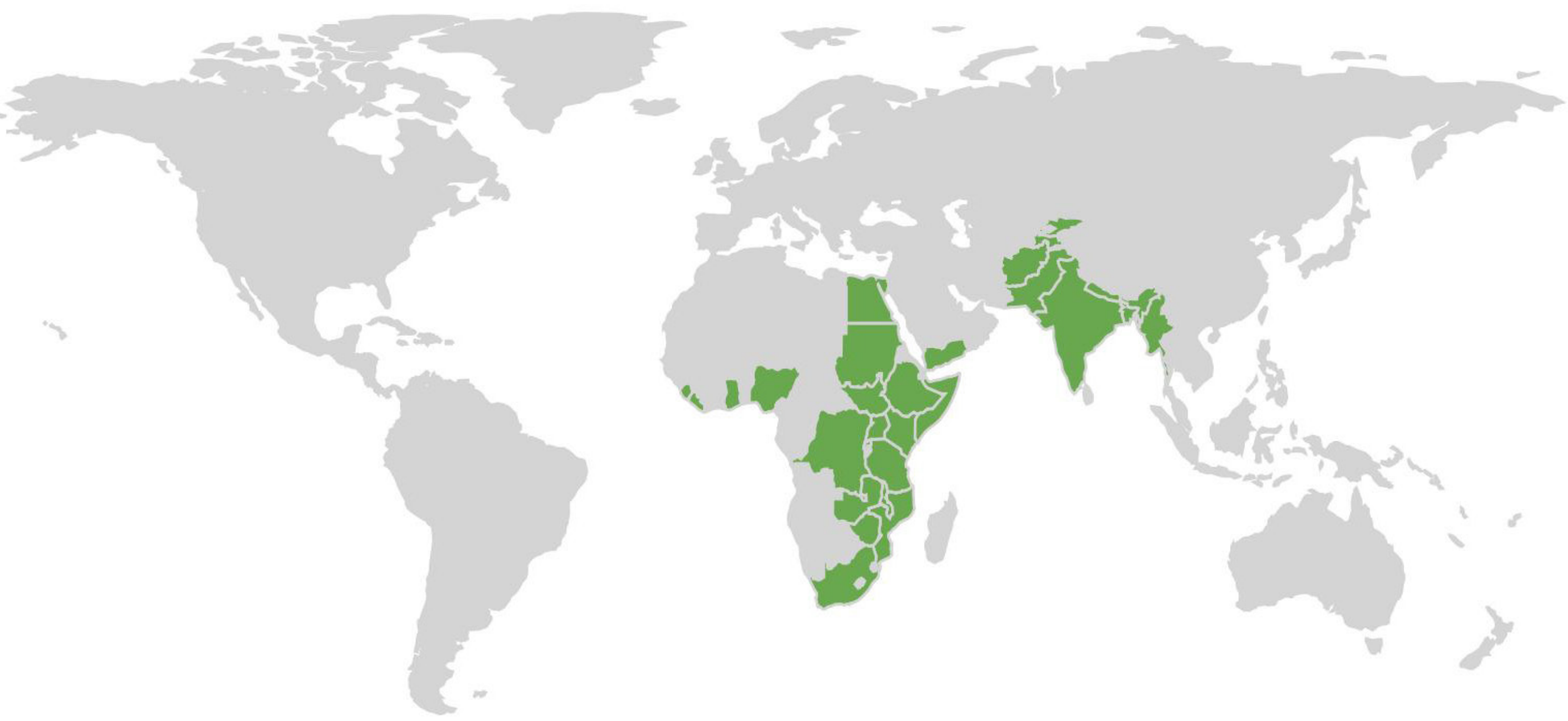
- Conduct needs assessment, including possible development of tailored Country Activity Projects.

- Deliver capacity building in accordance with the Country Activity Projects.

- Provide direction and support in the establishment and operation of a National Trade Facilitation Committees in recipient countries, based on UNCTAD's particular recognized expertise in this field.

For further information contact Arántzazu Sánchez (arantzazu.sanchez@unctad.org), or Alexandre Larouche-Maltais (alexandre.larouche-maltais@unctad.org), Trade Logistics Branch

Map of Project Priority Countries



CHINA AND WEST AFRICA: CONNECTING TWO GROWTH MARKETS

China has become a major trading partner for West African countries. The growing trade benefits from and encourages improved liner shipping connections.

Globally, the trend of the liner shipping network has been the increased use of hub-and-spoke transshipment services, while the number of direct services between pairs of countries has been decreasing. On the route from West Africa to China, however, the number of direct shipping services has effectively increased during the last 10 years. For example, while in 2006 there were only 3 carriers providing direct container shipping services between Nigeria and China, in 2015 there were 11 companies. In Togo, the number of ships deployed on direct services to China went up from 16 in 2006 to 40 in May 2015. Exceptions are Cameroun and Gabon, where a direct service has since been discontinued (Table 1).

Historically, most West African trade was with Europe. Even after China overtook European countries as main trading partner for West Africa, for several years, containerized trade between the two regions was mostly moved via transshipment services in Europe. Only in recent years, these transshipment services are being replaced by more direct liner shipping services between emerging hubs in West Africa and East Asia, including China.

While freight costs between China and West Africa have decreased over recent years (Figure 1), they are still higher than freight rates to other, comparable, Southern markets. The reasons for the higher costs are manifold. Due to trade imbalances, an African importer will also have to pay for the return of the largely empty container. Ships are still smaller and mostly geared, due to capacity constraints in the West African ports. Delays and congestion in the ports also lead to higher waiting times and surcharges.

In order to further improve their connectivity with China and reduce freight costs, the following three policies should be considered.

1) Improved intra-regional connectivity. To concentrate cargo in the most suitable regional hubs, transit systems, cross-border trade facilitation and intra-regional shipping services need to be further developed.

2) Improved port operations and facilitation. In order to reduce waiting times and uncertainty, port operations and administrations such as Customs need to continue their reforms and private sector involvement.

3) Improved port infrastructure and superstructure: To encourage the deployment of larger and more efficient gearless container ships, ports need to continue their investments in dredging and ship-to-shore cargo handling cranes.

Empirically, economies of scale, private sector participation, trade facilitation and infrastructure investment are all closely linked to lower freight costs and improved connectivity.

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

Direct services from China	Ships 2006	Ships 2015	Carriers 2006	Carriers 2015
South Africa	86	152	16	16
Nigeria	16	74	3	11
Morocco	0	48	0	3
Cote d'Ivoire	16	47	3	8
Ghana	20	41	3	8
Togo	16	40	3	6
Benin	16	35	3	5
Namibia	0	32	0	3
Congo, The	10	29	2	3
Angola	10	20	2	3
Cameroun	8	0	1	0
Gabon	8	0	1	0

Table 1: Fleet deployment on direct shipping services between China and selected African countries.

Source: UNCTAD's Liner Shipping Connectivity Matrix, based on data from Lloyds List Intelligence and CI-Online.

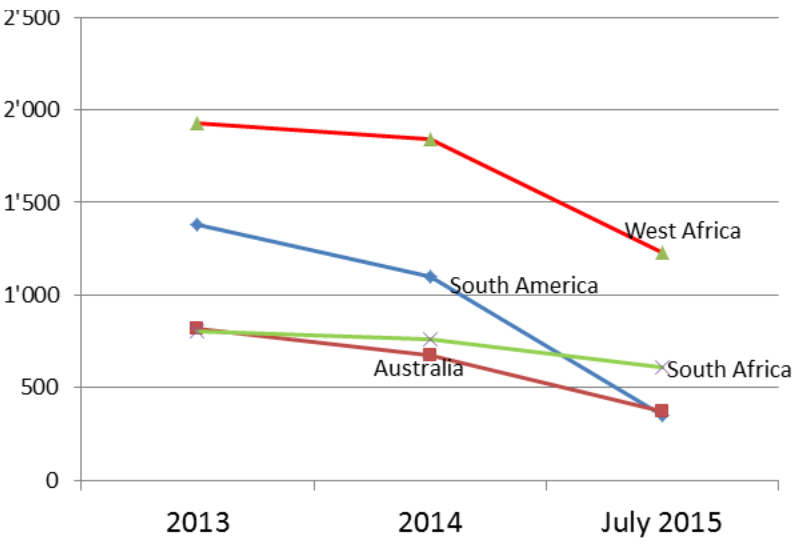


Figure 1: Freight rates from China to Southern markets, US$ per TEU

Source: Clarksons Research, CIM September 2015

MARITIME TRANSPORT AND TRADE FACILITATION SOLUTIONS FOR BOOMING TRADE FLOWS BETWEEN WEST/CENTRAL AFRICA AND CHINA

A three-day Regional Workshop organized by the Office Ivoirien des Chargeurs (OIC) and the Union of African Shippers Council (UASC) in partnership with UNCTAD was held on on 2-4 September in Abidjan (Côte d'Ivoire)

In 2015 and for the sixth year in a row, China remained Sub-Saharan Africa (SSA)'s top trading country partner. In the past decade, China has become both a major merchandise provider and a growing export market for African economies. An important investor in infrastructure projects in Africa, China is increasing its involvement and presence in Africa. Stronger economic ties between the two partners offer great business opportunities for economic operators in Western and Central Africa.

The workshop aimed to address a number of issues and challenges faced by African traders and sought to improve the understanding of relevant stakeholders and traders relating to bilateral trade between the sub-region and China as well as to the maritime trade flows and liner shipping connectivity. More importantly, the aim was to highlight the role of trade facilitation in enabling economic development in the sub-region through enhanced trade with China. Implementing trade facilitation measures and improving maritime transport connectivity are key to reducing trade costs and boosting trade with China.

The three-day event brought together over 120 participants with representatives from the national and regional public sector institutions and governmental agencies such as the Ministries of Trade and Transport, China's Embassy in Abidjan, national shippers' councils, and port authorities. In addition, representatives from the private sector also participated and contributed to the discussions.

During the opening session, the Minister of Transport of Côte d'Ivoire underscored the high transport costs that prevailed in Sub-Saharan Africa. He noted that "transport costs and port charges are very high in Africa and are estimated at over 12%. In comparison, share amounts to 5% in developed countries". He invited the participants at the workshop to put forward proposals and innovative solutions on how best to alleviate the prohibitive transport costs that undermine Africa's trade competitiveness.

Bilateral trade trends and dynamics between Western and Central African and China

The first working session was held under the theme "Bilateral trade trends and dynamics between West and Central Africa and China". The Economic and Trade Advisor of the Embassy of the People's Republic of China in Abidjan, Mr. Sun Liang, highlighted China's economic and trade promotion policy in Africa as well as a number of China's investments in infrastructure projects across the continent. Ms. Hassiba Benamara from UNCTAD provided an overview of the global as well as inter-regional (Western and Central Africa and China) maritime trade flows. She commented that a transport strategy developed at the regional/sub-regional level in cooperation with China can help promote transport systems and logistics services that enable trade, while at the same time, generating structural transformation and industrialization. She further noted that "Priority action would include addressing the bottlenecks that drive up costs and undermine efficiency; assessing the role of transport corridors and the services sector; and, ensuring that transport systems are supportive of the development of value chains and trade diversification as well as of greater intra-African trade and effective access to hinterlands and LLDC markets". The session featured some national experiences including from Burkina Faso, Ghana and Cameroun.

Challenges facing the maritime transport sector in the sub-region

The second working session focused on the challenges facing the maritime transport sector in the sub-region as well as its level of connectivity to the international shipping networks. Ms. Agnes Duku, representing Ghana Shippers' Authority Representative informed about the challenges facing the shippers in Ghana, including the high transport costs that are common to the sub-region. The Secretary General of UASC, Mr, Saley Adamou, presented the strategy of the UASC for reducing

maritime transport charges and for improving African traders' competitiveness in global markets. Mr. Jan Hoffmann, Chief of UNCTAD Trade Facilitation section, stressed the importance of continuing with port reforms and facilitating competition among liner shipping service providers and easing transit. "Improving maritime connectivity within West Africa is necessary for improving connectivity between West Africa and China," he concluded.

Trade facilitation and the Bali Agreement

Trade facilitation and the Bali Agreement were the main focus of the third working session, with participation of local and international panellists. UNCTAD Trade Facilitation experts presented how trade facilitation reforms may contribute to deepen West/Central Africa's economic relationship with China. "Implementing trade facilitation reforms will reduce time and costs while at the same time increasing African business export competitiveness and boosting trade flows. The flexibility relating to the implementation deadline provided under the Agreement as well as technical and financial assistance offered by the international community are of great benefit to developing and least developed countries," said Mr. Alexandre Larouche-Maltais. "Establishing a National Trade Facilitation Committee is both a Trade Facilitation Agreement (TFA) requirement and a first step in an implementation roadmap" added Jan Hoffmann. "But African countries must consider the success factors of TF bodies and the relevant best practices to facilitate the operationalization of the TFA requirement and to ensure that they become full TFA implementation partners."

Institutional and financial assistance required to facilitate trade between West/Central Africa and China

The final working session was dedicated to the institutional and financial assistance required to facilitate trade between Western/Central Africa and China. Panellists from international institutions explained how their respective organizations supported African traders and governments, including by investing in trade facilitation projects and infrastructure. The representative from the African Development Bank (AfDB) Mr. Augustin Karanga, outlined AfDB's recent assistance projects aimed to modernize road networks and port facilities in a number of SSA countries in order to improve their connectivity and reduce cross-border trade delays. Mr. Jean Christian Koudou, Manager of Business Development in West Africa, described how AFREXIMBANK helped supporting the expansion and diversification of the exports of the African economies by providing trade finance.

Overall, technical contributions of invited experts, experiences shared by maritime transport and trade facilitation stakeholders as well as active participation of the audience contributed to fulfil the objectives of this important regional workshop and to its success and effectiveness.

Additional information about the workshop is available on the OIC website: www.oic.ci/

For further information contact Alexandre Larouche-Maltais (Alexandre.Larouche-Maltais@unctad.org), Trade Logistics Branch

TRADE LOGISTICS INFORMATION ONLINE

Apart from the Transport and Trade Facilitation Newsletter and the Review of Maritime Transport, find all news, meetings and documents of the Trade Logistics Branch on the web http://*unctad.org/tlb*

In collaboration with UNCTADstat

Maritime Statistics

- Seaborne Trade: http://stats.unctad.org/seabornetrade
- Merchant fleet by flag of registration http://stats.unctad.org/fleet
- Merchant fleet by country of ownership http://stats.unctad.org/fleetownership
- Ship building: http://stats.unctad.org/shipbuilding
- Ship scrapping: http://stats.unctad.org/shipscrapping
- Liner Shipping Connectivity Index http://stats.unctad.org/lsci
- Liner Shipping Bilateral Connectivity Index http://stats.unctad.org/lsbci
- Containerized port traffic: http://stats.unctad.org/teu

Joinly produced with the UN Economic Commission for Europe and the International Trade Centre

UN Trade Facilitation Implementation Guide

The Guide is a publicly available web-based interactive tool on the different aspects of trade facilitation such as the WTO Trade Facilitation Agreement or techniques for reducing delays at border crossing.

http://tfig.unece.org

Online Repository of National Trade Facilitation Committees

UNCTAD's online repository of national trade facilitation bodies presents information from trade facilitation platforms in over 80 countries.

http://*unctad.org/tfc*

Technical Notes

Since 2007, UNCTAD has published over 20 technical notes on the different trade facilitation measures included in the WTO Trade Facilitation Agreement. It helps countries to understand the technical and legal implications when implementing trade faciltiation.

http://*unctad.org/technicalnotes*

UNCTAD REVEALS THE SPECIFIC TRAINING NEEDS OF NATIONAL TRADE FACILITATION COMMITTEES

At the beginning of the year, UNCTAD launched a survey among NTFCs to get a first-hand impression of the nature and form of their training needs. This article reveals the key findings of that survey.

Almost two years have passed since the signature of the Trade Facilitation Agreement of the World Trade Organisation (WTO TFA) in December 2013.

One of the novelties of this agreement is its "Special and Differential Treatment" (S&DT) for developing and least developed countries. Section 2 of the Agreement aims at ensuring that developing and least developed countries get the necessary technical assistance to implement the trade facilitation measures included in Articles 1 to 12 of the Agreement (Section 1).

Not all the trade facilitation measures described in the agreement are comprised between Articles 1 to 12. According to Article 23.2 of the Agreement, "each Member shall establish and/or maintain a national committee on trade facilitation or designate an existing mechanism to facilitate both domestic coordination and implementation of the provisions of this Agreement."

At UNCTAD, National Trade Facilitation Committees (NTFCs) have been subject to technical assistance for more than four decades. When assisting Member States in the field, NTFCs are the natural partners of UNCTAD's Trade Facilitation Section. Proof of that is UNCTAD's online repository of national trade facilitation bodies presenting information from trade facilitation platforms in over 80 countries.

At the beginning of the year, UNCTAD launched a survey among NTFCs to get a first-hand impression of the nature and form of their training needs. Apart from the scope of the courses, NTFCs were asked about the language, duration and methodology of the trainings, as well as the resources needed.

So far, more than 30 answers were received from all around the world. This article reveals the key findings of that survey, knowing that the online questionnaire is still open for contributions of NTFCs (https://www.surveymonkey.com/r/B5Y2BG3)

What do National Trade Facilitation Committees want to be trained on?

In line with UNCTAD's continuous effort to provide on-demand technical assistance, the main objective of this survey was to discover, which topics were more relevant to NTFCs. Thus, countries were asked to select the three hard skills and the three soft skills training sessions they believe their NTFC could benefit more from.

While designing the survey, hard skill training programs included information on specific trade facilitation topics that could be relevant to its members such as standards, global value chain, promotion of exports, etc. Soft skills included those training sessions aiming at reinforcing the role of the NTFC as a whole. It included courses such as planning and organizing, leadership or evaluation, among others.

Regarding hard skills trainings, two courses were selected by more than half of the respondents. These were "Specific techniques to identify trade bottlenecks, sources of time and cost in import and export procedures" (60.6% of respondents selected this course) and "Trade facilitation international legal framework" (51.5% of respondents selected this course). These were the most interesting courses for both developing and least developed countries (LDCs) indistinctively.

Regarding soft skill workshops (see Table 2), three were the courses selected by more than half of the respondents. These were: "How to establish a 3-5 year Trade Facilitation Roadmap / working plan with key performance indicators" (75.8%), "Evaluation and monitoring in the context of trade facilitation" (69.7%) and "How to improve consultation, team work, internal communication, knowledge management and public-private partnerships within a NTFC" (60.6%)

While the results of this survey might be indicative of the training needs of National Trade Facilitation Committees, it is important

Table 1

Selection of "hard skills" trainings by NTFCs	
Specific techniques to identify trade bottlenecks, sources of time and cost in import and export procedures (i.e. Business Process Analysis, Time release studies, etc)	60.61%
Trade facilitation international legal framework (i.e. WTO Trade Facilitation Agreement, Revised Kyoto Convention, international recommendations and standards)	51.52%
Finding regional solutions for trade facilitation challenges	36.36%
Role of Customs and other TF stakeholders in trade facilitation	33.33%
Specific techniques to draft project proposals for acquiring financial and technical assistance	33.33%
Trade facilitation and global supply chain management	30.30%
Trade facilitation and the promotion of exports	30.30%
Specific international standards and recommendation in the context of trade facilitation	30.30%
Use of ICT in trade facilitation (customs automation, risk management, electronic payment, port community systems, e-business)	30.30%
Specific techniques to establish a single window in your country (i.e. data harmonisation, single window options and environments, legal framework for international single window, etc)	30.30%
General concepts of trade facilitation: what it is, what are the objectives, the most used approaches to trade facilitation, key principles of simplification, harmonisation and standardization, etc	24.24%
How to categorise (A, B, C) trade facilitation measures in the context of the WTO TFA	12.12%

Table 2

Selection of "soft skills" trainings by NTFCs	
How to establish a 3-5 year Trade Facilitation Roadmap / working plan with key performance indicators	75.76%
Evaluation and monitoring in the context of trade facilitation	69.70%
How to improve consultation, team work, internal communication, knowledge management and public-private partnerships within a NTFC	60.61%
Guidelines and best practices to strengthen NTFCs	48.48%
Communicating trade facilitation to target groups and the general public	48.48%
Train for Trainers course on NTFCs, in order to train future members of the committee	36.36%
Planning and organising for NTFCs	24.24%
Leadership and chairmanship in the context of the work of NTFCs	18.18%
How to establish NTFCs (drafting Terms of Reference, stakeholder mapping, etc)	9.09%

to be aware to which extent these results might be biased. The announcement of this survey was sent to national trade facilitation committees that are included in UNCTAD's Online Repository (www.unctad.org/tfc). In other words, these are committees that are to some extent already established, which could explain the choice of certain training topics.

How do National Trade Facilitation Committees prefer to be trained?

Regarding the training methodology, respondents opted for practical exercises (79%) followed by small group interactions, lectures and study trips (52%). The less attractive methods were train for trainers (24%) and online training (21%). The low ranking of the methodology "online training" can be explained by the fact that access to the internet is still a challenge in many countries. Thus, in regions where the access to internet is more available, NTFCs are more inclined to select this possibility. Proof of that is that all Latin American countries responding to the survey selected "online training" as one of their preferred methodology.

Table 3

Methodology of trainings	
Practical exercises	79%
Small group interactions	52%
Study trip	52%
Lecture	52%
Train for trainers	24%
Online training	21%

Language, duration, number of participants and financing: key aspects of training for National Trade Facilitation Committees

The majority of members of NTFCs would be in a position to receive training in English (61%), French (24%) or Spanish (15%). Only three countries out of 33 answered that they would prefer the courses to be taught in a different language.

The large majority of NTFCs (97%) believed that the duration of the training should not exceed a week. A total of 72% of respondents agreed that trainings up to three days should be enough.

Regarding the number of participants for each training session, it seems that NTFCs have the need to train a large number of people. An 85% of the respondents believed that training should be provided to groups bigger than 10 participants. However, only 6% of the respondents opted for training sessions with over 50 participants.

Full financing of training sessions for NTFCs was not possible for any respondent. A total of 73% of respondents affirmed that they had no resources for NTFCs training. However, 27% of NTFCs affirmed that the training could partially be financed by them.

Table 4

Duration of trainings	
Up to 2 days	27%
Up to 3 days	45%
A week	24%
More than a week	3%

Table 5

Number of participants per training	
1 to 5	3%
5 to 10	12%
10 to 15	36%
More than 15	42%
Over 50	6%

Setting up a national mechanism is in itself one of the most traditional and most important trade facilitation measures to ensure that the main public and private stakeholders are consulted and engaged in the elaboration and implementation of national trade facilitation reforms. Over the past decades, this issue has received a lot of attention from national and international agencies dealing with trade facilitation. But much needs to be done to deliver the training that NTFCs need in developing and least developed countries.

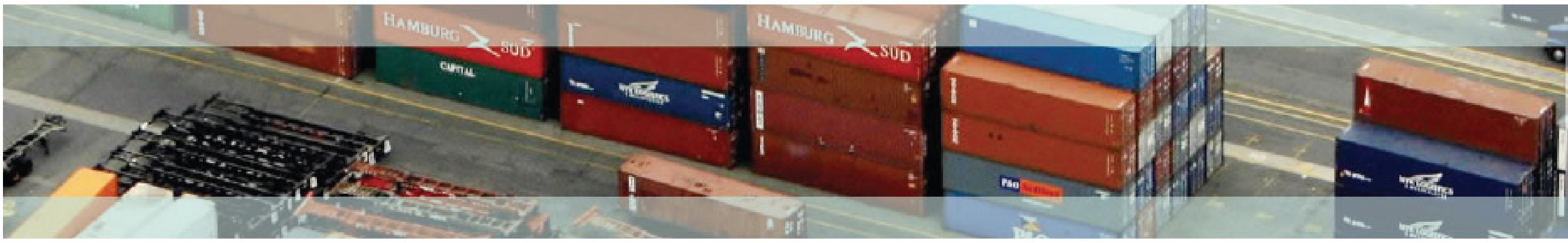
The way forward

UNCTAD is more than ever committed to improve access to training for NTFCs around the world. The Trade Facilitation Section is currently working in the development of tailored-made training programs for NTFCs with the support of the Swedish funds under the Trust Fund on Trade Facilitation. A pilot program will be tested in partnership with some Annex D++ organisations and regional training institutions. It will be supported by in-house IT platforms and methodologies.

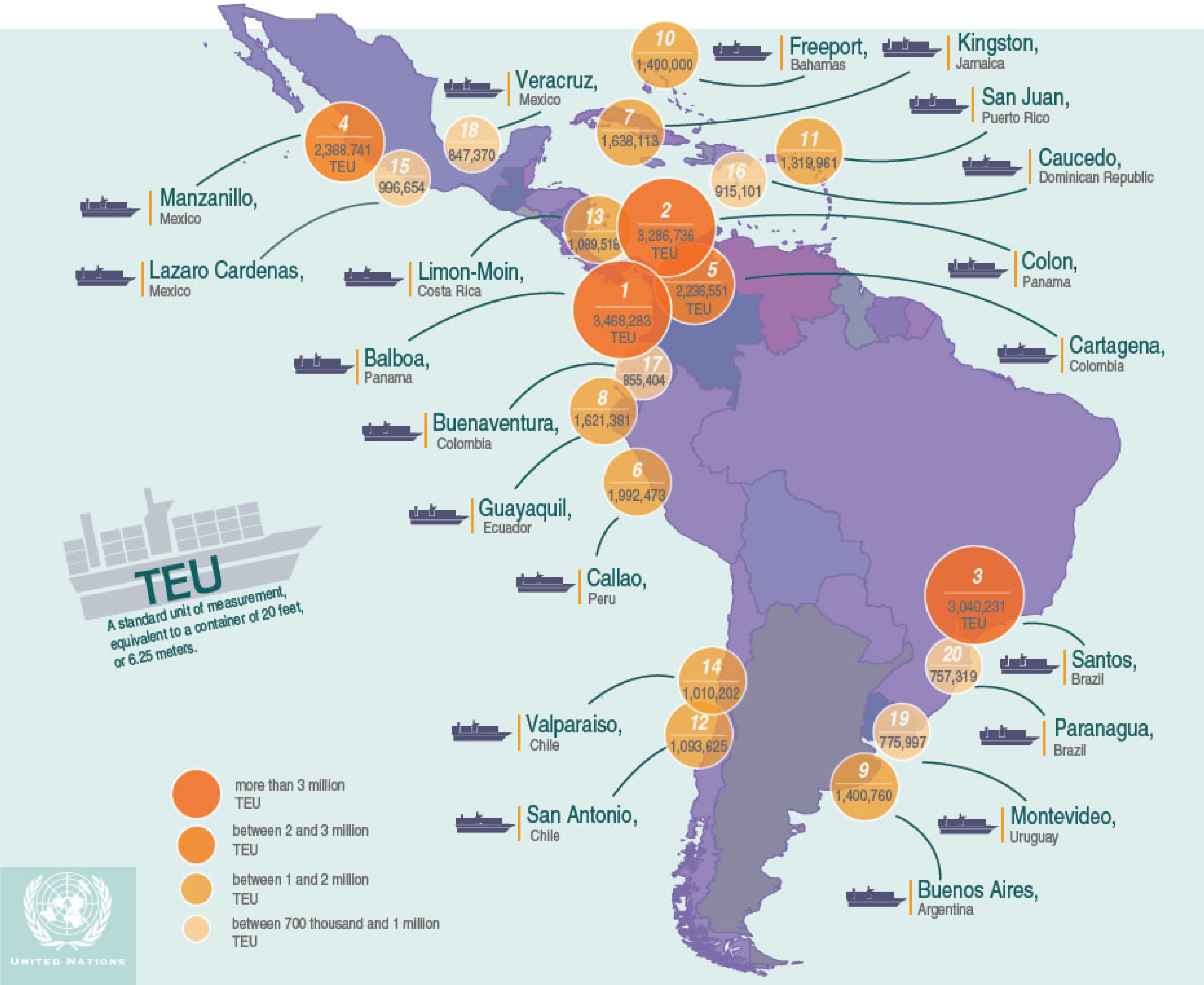
For further information contact Arántzazu Sánchez (arantzazu.sanchez@unctad.org), Trade Logistics Branch

Ports Ranking

The Top 20 in Latin America and the Caribbean in 2014



ECLAC updates every year its ranking of container port throughput, which shows the cargo volume in containers in 120 ports of the region, based on data obtained directly from port authorities and terminal operators. In 2014 this activity grew 1.3%, with a total volume of approximately 47 million TEU. This infographic displays the first 20 ports of the ranking.



Source: ECLAC, Maritime and Logistics Profile of Latin America and the Caribbean, June 2015. http://bit.ly/1IL0Rgy

UNECE SUPPORTS TRADE FACILITATION IN CENTRAL ASIA

Afghanistan, Kazakhstan and Tajikistan are landlocked countries a long distance from the closest seaports, which creates special challenges for their participation in international trade. As a result, trade facilitation and the elimination of unnecessary procedural and regulatory barriers to trade are of key importance to them.

To support trade facilitation in the region, officials from the ministries of the economy, trade, finance, energy and customs as well as representatives from the business sectors of these three countries received trade facilitation training from UNECE and OSCE experts on 24-26 August in Dushanbe.

Organized by the UNECE and the OSCE Border Management Staff College this training focused on the use of the UN Trade Facilitation Implementation Guide, a valuable information management and capacity-building tool for trade facilitation implementers. The workshop reviewed the key concepts, principles and benefits of trade facilitation both from the perspective of ratification and implementation of the WTO Trade Facilitation Agreement (TFA) and from the perspective of the entire supply chain, from ordering through payment as used by the UN Centre for Trade Facilitation and Electronic Business (UN/CEAFCT). Participants were trained on how to use the Guide in their practical work, based on a number of domains and itineraries covered in the Guide.

Central to the discussions was the readiness of these countries to implement the measures in the WTO TFA (an issue on which UNECE works in the transition economies), as well as the establishment of national trade facilitation committees in compliance with article 23.2 of the WTO TFA and UNECE Recommendation 4.

Tajikistan is in the process of establishing such a committee, based on the experience of its national Single Window interagency working group and with assistance from the international community (notably ITC, GIZ and UNECE). The OSCE Border Management College hosted the workshop as part of its focus on improving security and the economic efficiency of border management, through improvements in key areas as coordinated border management, authorized economic operators, rationalization of document and information exchange, business process analysis, and the Single Window for export and import clearance. The workshop also covered the UNECE's newly developed guidelines on developing a national trade facilitation strategy.

Martin Rossmann, Head of the Economic and Environmental Department at the OSCE Office in Tajikistan, noted that, "This workshop will allow government and private business participants to increase their working skills in trade facilitation and better implement international best practices in their daily work." Dietmar Jost, one of the authors of the Guide and a trainer at the workshop, stressed that the Guide is a highly valued tool for trade facilitators, with 650,000 page views by more than 100,000 unique users registered in 2014. Mario Apostolov, UNECE Regional Adviser, noted that "Tajikistan's recent ratification of the WTO Trade Facilitation Agreement is a positive development. The organisation of this workshop in Tajikistan symbolises the excellent spirit of UNECE-OSCE-co-operation in support of trade facilitation in Central Asia and Afghanistan."

The participants were unanimous in their assessment of the importance of the UN Trade Facilitation Implementation Guide as a very useful tool.

For further information, please contact: Mario Apostolov (mario.apostolov@unece.org), Regional Adviser, Trade Facilitation Section, UNECE

TIR CONVENTION VALUE FOR PAKISTAN'S TRADE AND TRANSIT VISION

On 21 July 2015, the United Nations Secretary General officially confirmed the accession of Pakistan to TIR Convention and that TIR Convention will enter into force for Pakistan in 6 months time, on 21 January 2016. Pakistan is the 69th contracting party to TIR Convention.

Before accession to TIR Convention, a research paper prepared by Pakistan's national institute of management, with support from the government's national school of public policy, on the impact of joining the international TIR community, and the economic benefits arising from becoming a trade and transit hub in consonance with Pakistan Vision 2025. The study is written by Amer Rashid and entitles "Accession to TIR Convention, 1975: Value for Pakistan`s trade and Transit Vision". Below you find a summary of this study;

TIR system and its benefits

The TIR Convention, 1975, is the only successful global transit system in vogue. TIR stands for Transports Internationaux Routiers (International Road Transport). In practice, it is an international Customs transit system for movement of goods by road across the borders of countries party to the TIR Convention. This system enables point-to-point transportation of cargo with least interference at international borders of the countries of origin and destination, and thus facilitates international trade.

The TIR system is an important trade facilitation tool. It diminishes transit delays and cuts costs through simplified and standardized Customs controls and documentation.

The TIR system provides for integrated transit operations through electronic control system called SafeTIR. This system connects Customs with all the stakeholders and validates the status of the TIR Carnet in the course of the clearance of traffic-in-transit. The SafeTIR system is an important risk management tool, since it allows early detection of potential irregularities.The TIR Convention conforms to the WCO`s Framework of Standards to Secure and Facilitate Global Trade, thus addressing the threat posed by illicit activities.

Special benefits of TIR for Pakistan and the region

Accession to the TIR Convention enables Pakistan to clinch the Vision 2025 objective of being a regional transit hub for the adjoining land-locked countries and beyond. Pakistan`s geopolitical location in the heart of main North-South and East-West Corridors makes this region a natural bridge between Asia and Europe via its transport communications. The TIR system can enable Pakistan to leverage its land connections with Iran and Afghanistan, both TIR Contracting Parties, and thus push the frontiers of its land transportation routes to the Central Asian Republics (CARs) and Russia on the one hand, and to Turkey and beyond, on the other.

Pakistan`s accession to the TIR Convention is expected to create new TIR transit corridors, which, in turn, will enhance Pakistan`s connectivity in the region as a direct outcome of safe, secure and harmonized border-crossing and customs. The TIR System will enhance Pakistan`s exports competitiveness and supports the countries' economic integration in the region.

For the land-locked Central Asian countries, Pakistan would offer enhanced access to seaports, unlocking the region's trade potential. TIR will provide these economies with a much more efficient framework to move goods through simplified procedures. The TIR system, is expected to reduce the transit processing time by nearly 50%, with corresponding decrease in the clearance costs; reduction of customs inspection to the absolute minimum based on modern IT based Risk Management tools that can be easily integrated into shop single-windows for international trade.

China is also finalizing its accession to the TIR Convention. With the planned linking up of Urumqi and Gwadar by extended road and rail networks, the only international guaranteeing system, which can underpin the success of the transit operations between China and Pakistan, is the TIR Convention. The activation of TIR in China would boost trade between the two countries through the Karakorum Highway.

With the activation of TIR in the UAE, multimodal/intermodal transit corridors will pave the way for new export opportunities towards the Persian Gulf and revitalize the Silk Road.

The TIR Carnets issued to ECO countries represent 25% of all issued TIR Carnets world-wide from which 63% were used for intra-regional trade movements .Pakistan has already ratified ECO's Transport Transit Framework Agreement (TTFA) as well as the Transit Trade Agreement (TTA). Acceding to the TIR system demonstrates Pakistan's willingness to go along with TTFA as the preferred legal framework for transit trade in the region. Joining the TIR Convention is also a sine qua non for securing access to the 'CARS' markets, through any of the three gateway countries, i.e. Afghanistan, Iran or China.

TIR is the natural adjunct to the free trade agreements (FTAs) between Pakistan and other countries in the ECO region, notably with Iran and Turkey, through the combination of reduced tariffs and low land transportation costs.

The Economy of Pakistan will benefit from the TIR system through its trade community as it will facilitate customs-to-customs electronic data interchange with the neighbouring countries under the aegis of the IRU, the mandated managing body of the convention's implementation.

Learn How TIR works:
http://www.iru.org/en_iru_about_tir

For further information, please contact: Kazem Asayesh (kazem.asayesh@iru.org), International Road Transport Union

PUBLICATIONS

New case study: Swaziland National Trade Facilitation Committee

UN online repository of National Trade Facilitation Bodies

Swaziland National Trade Facilitation Committee was founded in 2014 to prepare the country's implementation of the WTO Trade Facilitation Agreement. Learn more about this committee here:

http://unctad.org/tfc

Briefing Paper: Towards the 10th WTO Ministerial Conference: Some Issues of Interest to EAC Countries

Julian Mukiibi and Diletta Taliano

From 15 to 18 December 2015, the first-ever WTO Ministerial Conference to be held in sub-Saharan Africa will be held in Nairobi, Kenya. East African Community (EAC) countries expect that the event will further their developmental objectives. In this context, this briefing paper presents and analyses some issues of interest to EAC countries in the key negotiating areas of agriculture, non-agricultural market access, and services at the WTO.

http://bit.ly/1fYXMwB

UNRCs Trade Facilitation and Paperless Trade Implementation Survey 2015: Latin America and the Caribbean Report

UNECLAC

This report is a new global effort by all United Nations Regional Commissions (UNRCs) to systematically collect and analyze data on the implementation of trade facilitation in general and single window and paperless trade in particular. This report features the results of the 2015 UNRCs Joint Survey on Trade Facilitation and Paperless Trade implementation for the Latin America and Caribbean region and provides a region-wide overview of implementation of trade facilitation measures across countries. The results of the survey, as included in this report, aim to provide a preliminary benchmark on the implementation of trade facilitation and paperless trade measures in the region.

http://bit.ly/1hGQ4sf

Volume 17, Maritime Economics and Logistics

Economics at your fingertips

In this issue, you can find articles on classification of containerized cargoes, supply chain collaboration, integrated container management model, among others.

http://mel.iame.info

Volume 42, Issue 6 of Maritime Policy and Management

Journal of international shipping and port research

This issue includes articles on the following topics: Assessing financial impact of maritime ergonomics on company level: a case study; Efficiency and its influencing factors in port enterprises: empirical evidence from Chinese port-listed companies; Efficiency assessment of container operations of shipping agents in Spanish ports; among others.

http://mpm.iame.info

Maritime country profiles

Article in The Maritime Economist: Which countries specialize in which maritime businesses? by Jan Hoffmann

Throughout most of history, "maritime nations" had their own national fleets, which were built, owned, and manned by nationals of the same country whose flag the ship flew. Today, a typical cargo carrying ship may well be built in Korea, owned by a German investment fund, operated by a Danish container shipping line and fly the flag of the Marshall Islands. The crew may be Philippine who are on contract through a crewing agency in Cyprus. The ship may be "classed" by a technical certification society from Norway and be insured in London. Once the ship becomes too expensive to maintain, it will most likely be recycled in Bangladesh, India or Pakistan. Different countries participate in different maritime businesses, and policy makers have an interest to identify those maritime businesses where their countries participate at present, or might participate in future.

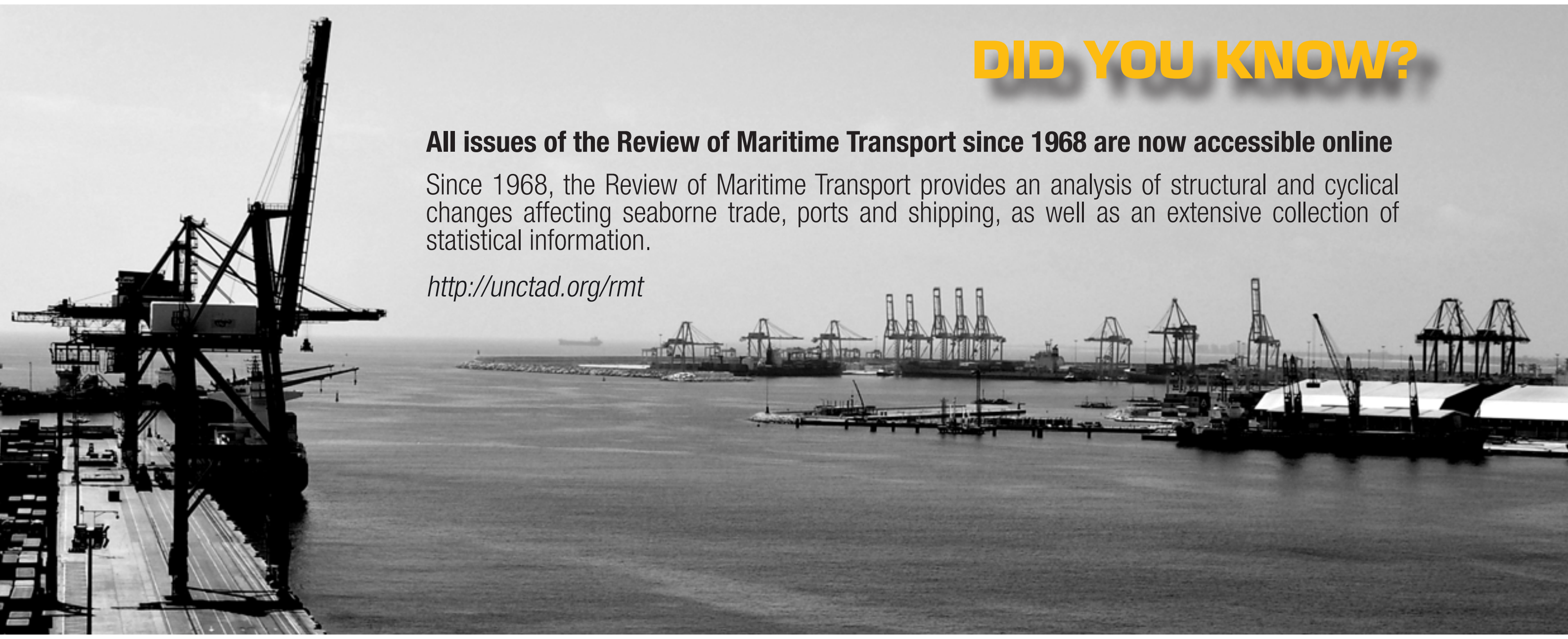
http://issuu.com/themaritimeeconomist/docs/the_maritime_economist_-_spring_201/14

Port Performance Research Network

Presentations for download

The Port Performance Research Network (PPRN) is an informal network of maritime economists interested in issues of port policy. Founded and chaired by Dr. Mary R. Brooks, it was established at the International Association of Maritime Economists 2001 meeting in Hong Kong to undertake empirical testing of antecedents for port performance and governance and to identify key successes and failures in port reform.

http://www.dal.ca/faculty/management/schools_and_centres/centre-for-international-trade-and-transportation/port-performance-research-network.html



DID YOU KNOW?

All issues of the Review of Maritime Transport since 1968 are now accessible online

Since 1968, 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.

http://unctad.org/rmt

UPCOMING EVENTS

2nd Intenational Workshop on Maritime Flows and Networks - WIMAKS 2016

25-26 April 2016, Paris, France

The conference will deal with the following topics:

- Ancient and contemporary shipping routes and corridors
- Regionalisation and globalisation dynamics in world maritime trade
- Global production networks and logistics/ supply/value/commodity chains
- Multimodal transportation, hinterlands and the land-sea interface
- Port systems, centrality, hubs, maritime ranges and forelands
- Port-city relationships, merchants and intermediaries, urban systems, global cities
- Network security, congestion, disruption, vulnerability, and optimisation
- Network design and routing, port choice and shipping line competition
- Technological change in shipping and port operations, time and cost factors
- Climate change, bioinvasions and environmental sustainability

http://www.porteconomics.eu/news/ noticeboard/item/652-call-for-papers

Global Cargo Transportation & Logistics Summit

28-29 October 2015 | Dubai, UAE

In its 6th Edition, Global Trade Development Week (GTDW) is held in partnership with the Ministry of Economy UAE as a leading annual international forum and exhibition in Dubai.

GTDW will bring together world leading experts and high level decision makers from multilateral agencies, various government ministries & agencies and private sector organisations from across industries to network and to discuss on important trade issues such as global value chains, cutting trade barriers, market access, building capacity, globalisation of the economy, international trade agreements, access to trade finance, global supply chain, customs and trade facilitation and SME development.

http://www.kwglobaltrade.com/programme/ sportation&Logistics.pdf

SUBSCRIBE OR UNSUBSCRIBE
to the UNCTAD Transport Newsletter at: http://unctad.org/transportnews

PAST ISSUES
at http://unctad.org/transportnews

FEEDBACK, COMMENTS, SUGGESTIONS AND CONTRIBUTIONS,
please contact jan.hoffmann@unctad.org or arantzazu.sanchez@unctad.org

UNITED NATIONS
UNCTAD

NOTE

Published by the
United Nations Conference on Trade and Development (UNCTAD)
Trade Logistics Branch, Division on Technology and Logistics
Palais des Nations - Geneva

Photo credit
Pictures have been taken by staff of the Trade Logistics Branch, unless stated otherwise.

UNCTAD/WEB/DTL/TLB/2015/3