



DTL

DIVISION ON TECHNOLOGY AND LOGISTICS



activity report **2011**



UNITED NATIONS



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NOTES

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INTRODUCTION

The United Nations Conference on Trade and Development (UNCTAD) is the focal point of the United Nations for the integrated treatment of trade and development and the interrelated issues in the areas of finance, technology, investment and sustainable development. The Division on Technology and Logistics, also known under the name abbreviation DTL, is one of the substantive divisions within the organization.

Through policy research and capacity building, the Division on Technology and Logistics supports the economic development and competitiveness of developing countries and economies in transition in a knowledge-driven and globalized world economy. Its activities seek to increase access to knowledge and technology – including ICTs – and to foster innovation, including by helping countries design and implement technology and innovation policies for economic growth and sustainable development. The Division also carries out a large research and technical assistance work programme aimed at developing efficient trade logistics services in transport, trade facilitation and customs.

The activity report of the division for the year 2011 presents its three flagship reports, namely the Information and Economy Report on the topic of the role of ICTs as an enabler for private sector development, the Technology and Innovation Report focusing on policy issues and options to address energy poverty and climate change mitigation through the greater use of renewable energy technologies and the Review of Maritime Transport that covers the recovery of world seaborne trade volumes, the reduction of international transport costs, the record deliveries of new tonnage as well as the highest indicators of maritime transport connectivity of Asian developing countries.

The report also provides an overview of other DTL publications such as the Current studies on science and technology for development and the specific studies on trade facilitation, transport and related policies and legislation.

Furthermore, the report highlights the focus given by the division on gender issues, through for instance its study on Applying a gender lens to science, technology and innovation. Particular attention is also paid to the participation of women in training activities undertaken by the TrainForTrade programme and the P166 courses on Key Issues on the International Economic Agenda.

The Division organizes a number of intergovernmental meetings such as the Commission on Technology for Development and UNCTAD Commissions as well as expert meetings. Their key messages and outcomes are described in the report in addition to the activities undertaken in cooperation with other international organizations.

Lastly, an important number of technical assistance activities that are carried out by DTL are outlined in the report, among which the ASYCUDA programme on customs automation.

A word of thank is expressed to the donor agencies and countries as well as our partners, without whose support the activities described in the report could not take place.

SCIENCE, TECHNOLOGY AND ICT



At UNCTAD XII in 2008, the following mandates were given in relation to science, technology and ICTs:

“UNCTAD should further strengthen its research and analysis in the area of science, technology and innovation, including ICTs, “[...] promote effective international and national policies [...],” and “assist developing countries and countries with economies in transition through science, technology and innovation policy reviews and related technical assistance”

(Accra Accord, para. 158).

“UNCTAD should also contribute to consensus-building in the international debate on science and technology for development, including ICTs and their implications for development, and continue to provide support as the secretariat to the Commission on Science and Technology for Development [...]”

(Accra Accord, para. 159).

“UNCTAD should continue to provide technical assistance to countries in the area of ICT, notably on ICT policy reviews, pro-poor policies, legal and regulatory frameworks, and measuring the information economy, including through the Partnership on Measuring ICT for Development launched at UNCTAD XI”

(Accra Accord, para. 160).

“UNCTAD should contribute to the implementation of the World Summit on the Information Society (WSIS) action lines on capacity building, an enabling environment, e-business and e-science” and to assist the Commission on Science and Technology for Development “in implementing its mandate on the follow-up to the WSIS outcomes”

(Accra Accord, para. 161).

“Information and communication technologies (ICTs) are helping to drive globalization by lifting enterprises into the knowledge-based economy [...] Access to low-cost ICTs, in particular telecommunications, is crucial to the development of a competitive business sector”

(Accra Accord, para. 120).

“To help upgrade technological capabilities, Governments should regularly assess the conditions for technology acquisition and upgrading and should implement and review their science, technology and innovation (STI) policies. Supportive institutions may include public-private partnerships and STI policies may be incorporated into national development policies and poverty reduction strategies”

(Accra Accord, para. 134).

“North–South, and also South–South, partnerships and cooperation should be strengthened for the sharing of knowledge, innovation and technology transfer, and to address the gaps in education and research in developing countries, especially LDCs”

(Accra Accord, para. 135).

Many of the persistent and emerging challenges facing the international community cannot be addressed in a sustained and sustainable manner without building a strong science, technology and innovation (STI) capacity. STI capacity-building involves building the technical, vocational, engineering, entrepreneurial, managerial and scientific capacity to address each country's pressing social and economic problems, transform their societies, and have a positive impact on the standards of living and quality of life of ordinary people.

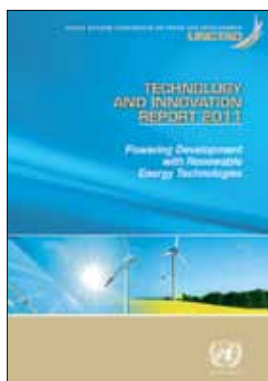
Science, technology and innovation capacity should therefore be an essential element of every country's strategy for reducing poverty. As a central feature of their development strategies, governments in developing countries should consider formulating and implementing STI policies aimed at encouraging the generation, diffusion and application of science and technology.

The Science, Technology and ICT Branch of the Division on Technology and Logistics provides *intellectual leadership* and serves as *a source of expertise* on science, technology, innovation and information and communication technologies within the United Nations system. It provides substantive and technical servicing to the Commission on Science and Technology for Development (CSTD). It carries out work in the area of science, technology and innovation policy, as well as technology transfer in accordance with the São Paulo Consensus and the Accra Accord (paragraphs 120, 134 to 135 and 158 to 161). It provides assistance to developing country policy makers in designing their science, technology and innovation policies (STIP), and ICT strategies to effectively participate in the global economy. It undertakes technical assistance projects with a view to helping build the capacity of developing countries in the areas of science, technology, innovation (STI) and ICTs.

HIGHLIGHTS

- Two annual reports on key topical issues: The Technology and Innovation Report and the Information and Economy Report
- Science, Technology and Innovation Policy Programme (STIP reviews)
- First of series of Information and Communication Technologies Policy review launched
- Expert meetings on science, technology and innovation
- Strong involvement in international fora and events such as WSIS, UNGIS, and Partnership on Measuring ICT for Development





A.1. SCIENCE, TECHNOLOGY AND INNOVATION

1. Research and analysis

A. Technology and Innovation Report

Issues of science, technology and innovation remain endemic to development, and furthering our understanding on these issues is a core challenge for policy research.

Deepening its commitment to this goal, UNCTAD launched a new flagship report series, the *Technology and Innovation Report* (TIR) in May 2010. The Report seeks to fill the gap in policy research by analyzing issues of importance in technology and innovation from a developmental perspective. In its 2010 Report, the TIR focused on how science, technology and innovation can improve African agricultural productivity, in an effort to boost the continent's economic growth and promote food security. The 2011 edition of the TIR focuses on policy issues and options to address the dual challenge of energy poverty and climate change through the greater use of renewable energy technologies (RETs). Experience from the TIR 2010 and 2011 shows that while much of the analysis in the TIR series are applicable to developing countries, the policy findings are of relevance to the international community and globally as a whole.

The TIR 2011 identifies key issues in technology and innovation for the greater use of renewable energy technologies and argues that there are numerous benefits of RETs for developing countries. Developing countries, however, find themselves at a crossroads as to how and in which ways they can make better use of existing RETs. Issues related to technological learning and technological dissemination are of particular relevance for all developing countries. The Report points to several areas of interface between technology and innovation, RETs and climate change that need immediate policy attention, including:

- i. Efforts in developing countries to foster the greater use and dissemination

of RETs will be critical to alleviate energy poverty as well as to promote industrial development, by complementing existing traditional energy sources that are available. This pre-eminence of access to energy to general well-being and development is increasingly being recognized in policy debates worldwide;

- ii. National governments in developing countries can play a pivotal role in promoting such energy mixes that combine conventional sources of energy with RETs in ways that will not only help reduce energy poverty, but also simultaneously promote climate-friendly solutions to development. The Report proposes that developing countries adopt a national integrated innovation policy framework to create policy incentives in national *innovation* policies and national *energy* policies for the greater use, diffusion, production and innovation of RETs;
- iii. International negotiations and developments in the context of climate change and the green economy as part of the Rio+20 framework raise several important issues for developing countries. Joining forces with the work being done by other United Nations agencies in this regard, the Report calls for the international agenda to place a greater focus on eliminating energy poverty within the climate change discourse. As the Report stresses, these are mutually compatible goals and can be achieved by placing a greater emphasis on RETs in the climate change financing architecture and the technology transfer discourse;
- iv. The diffusion of RETs in developing countries involves much more than transferring technology hardware from one location to another. The Report, noting the complexity of technological change in different contexts, calls for targeted international support to foster RETs-related learning. Such support could include the following elements:

- *an international innovation network for least developed countries (LDCs), with a RET focus:* on to address some of the shortcomings of existing initiatives on technology transfer, a science, technology and innovation centre (an International Innovation Network) was proposed and approved at the Fourth United Nations Conference on the Least Developed Countries in Istanbul in May 2011. The TIR 2011 suggests that a specific focus on enhancing RETs-based learning in LDCs with the purpose of promoting greater access to energy would fit in directly with the currently identified key areas;
- *global and regional research funds for RETs deployment and demonstration:* RETs constitute a key area of particular interest to developing countries, but funding for technology development and demonstration has been lacking. Dedicated funds, whatever their designated organizational structures, could act as the focal point for the coordination of ongoing research, both at the national and regional levels, and among private, public and non-profit organizations;
- *an international RETs technology transfer fund:* A technology transfer fund for RETs could address critical constraints faced by firms in developing countries in finding and accessing appropriate technologies, by acting as a licensing pool for relevant RETs;
- *an international RETs training platform:* Establishing an international training platform specifically for RETs would serve the important goal of creating a skilled staff base across developing countries for the wider use and promotion of RETs in domestic and industrial contexts.

Widening the reach of the analysis, the TIR series aims to provide succinct policy analysis on innovation policy for development. The TIR 2010 was well received during the consultations of the President of the Trade and Development Board by the member States. The TIR 2011 was recently launched at several global locations, including the recent Conference of the Parties 17 to the UNFCCC in Durban, eliciting a range of positive responses.

Comments about the TIR 2011

“This well-written and accessible report should serve as a handbook for every policy maker interested in bequeathing a better world to next generations. It is an excellent primer for students of international environmental diplomacy”.

*Calestous Juma,
Harvard Kennedy School*

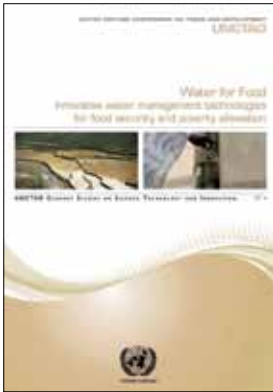
“The TIR report for 2011 is an excellent report addressing the issues of energy poverty, climate change and renewable energy technologies. It is well written and provides useful insights and contributes to the debate about climate change technology transfer to developing countries”.

Prof. Adebayo Agbejule, University of Applied Sciences, VAASA, Finland

B. UNCTAD Current studies on Science, Technology and Innovation

In 2011, three publications came out in the framework of the UNCTAD Current studies on Science, Technology and Innovation. Based primarily on the results of an open consultation process that was initiated by the Chair of the Commission on Science and Technology for Development in 2010, the publication entitled *Implementing WSIS Outcomes: Experience to Date and Prospects for the Future* came out. It summarizes progress at the midpoint be-





tween the second phase of World Summit on the Information Society (WSIS) and the comprehensive review of implementation which is scheduled for 2015. The publication identifies areas that have registered most progress, where obstacles and constraints are encountered as well as innovative measures to overcome them. It also identifies some of the major changes that have taken place in the communications landscape since 2005, which affect how ICTs interact with society and how the Information Society is developing.

The second publication came out under the name of *Water for food – innovative water management for food security and poverty alleviation*. This study examines the challenges related to agricultural water management in the context of climate change, increased demand for food production, and environmental sustainability, and reviews the potential role of technologies towards water productivity, resilience in agricultural water management, and sustainable livelihoods. It reviews a number of appropriate technologies and associated management practices, including traditional (such as water harvesting and storage), as well as new and emerging ones (such as geographical information systems), and discusses key areas for future action to accelerate the diffusion and adoption of these technologies and practices.

Finally, a study on *Applying a gender lens to science, technology, and innovation* was published. It generated significant interest, including from the press and the development community. The publication notes that, although there is a growing recognition that STI can have a significant impact on promoting development, STI policies generally lack a gender perspective and therefore do not adequately address all development concerns. It argues that, given the role of women in the economy and society, taking into account the situations, needs, and concerns of women as well as men will enhance the efficiency of STI policies for development. It highlights the

need to integrate a gender perspective throughout the policy-making process, from diagnosis and policy design, to implementation, monitoring and follow-up. It recommends that all STI policies and programmes undergo a gender impact assessment to ensure that they deliver equality of opportunities to men and women. The study was prepared in collaboration with the Gender Advisory Board (GAB) of the Commission on Science and Technology for Development and identifies three areas of entry points for applying a gender lens in STI policy, namely:

- “Science for Women”: developing science and technology which support women’s development and livelihood activities;
- “Women in Science”: promoting gender equality in science and technology education, careers, and leadership; and
- Encouraging and supporting the role of women in innovation systems at national and grassroots levels.

2. Technical assistance

A large increase could be seen in the number of requests from Governments for national science, technology and innovation policy reviews. Many of them are pending the identification of appropriate funding. In 2011, this technical assistance activity benefited from funding from the United Nations Development Account.

A. Science, Technology and Innovation Policy Reviews

Science, Technology and Innovation Policy Reviews (STIPs) are implemented at the request of interested member States to establish a diagnosis of their national system of innovation and to assess the extent to which existing science, technology and innovation (STI) policies promote its operation and development. The so-called STIP Reviews also stimulate a policy dialogue among stakeholders about the role of STI in national development strategies. A key goal of STIP



Reviews is to identify practical actions that favor technological capacity-building. STIP Reviews are intended to support national action in the area of STI, but also to stimulate and enable the elaboration of targeted technical cooperation packages to enhance the knowledge base, improve technological capabilities and strengthen innovative performance.

In 2011, the STIP reviews of Peru and El Salvador were completed. They both are available in English and Spanish. The *STIP Review of Peru* was officially presented at three national stakeholders workshops held in October 2011 in Lima, Iquitos and Arequipa. The workshops discussed with the academic and business community the diagnosis and recommendations of the Review and helped promote the engagement of the STI stakeholders in the implementation strategy.

The Review has been very well received by its target audience. Strong positive feedback regarding the quality and relevance of the report was given by a wide range of stakeholders. In total over 250 people from the private, academic and public sector participated in the official presentation of the report. The STIP review process, including the substantive discussions in the preparation phase as well as its dissemination during the national workshops, has resulted in an increased interest across different government ministries, private sector actors and academics in reinforcing science, technology and innovation policies in Peru. It was conducted by UNCTAD in close cooperation with the Ministries of Foreign Affairs and of Production, as well as with Peru's National Council of Science and Technology (CONCYTEC). As a follow-up to the STIP Review, some proposals are being considered for further collaboration between UNCTAD and the Government of Peru for the implementation of several of its recommendations.

The *STIP Review of El Salvador* was officially presented in San Salvador in November 2011. The Minister of Economy

welcomed the report stating that it had a great value in setting key challenges and in highlighting the fact that economic development is a long term process. The Review, which has been prepared in collaboration with the United Nations Economic Commission for Latin America and the Caribbean evaluates the current state of STI capabilities and policies in El Salvador and makes policy and programme suggestions to strengthen the country's ability to harness science and technology for economic and social development. The Review has been carried out in cooperation with the Vice-Minister of Trade and Industry (Ministry of Economy) and the Vice-Minister of Science and Technology (Ministry of Education). The Technical Secretary of the President (in charge of overall Government coordination) has followed closely the finalization of the recommendations contained in the report.

During the official presentation, the Vice Minister of Economy highlighted the importance of the STIP Review and its road map, and endorsed the results of the study. The representative of the Vice Minister of Science and Technology praised the technical quality of the Review and suggested that it should be considered as a serious starting point by the public, private and academic sectors. The diagnosis and recommendations of the Review have already fed into public policy and programme design processes. Some of these include the elaboration of the National Industrial Policy and a National Innovation, Science and Technology Policy and proposals for a World Bank loan and an IADB loan related to the promotion of STI in the country.

The Government of El Salvador has also recently put in place a number of programmes that address several of the recommendations mentioned in the review. UNCTAD is currently discussing with the Government of El Salvador and other stakeholders possible activities that could be carried out to support the implementation of the recommendations contained in the review.





The *STIP Review of the Dominican Republic* has also been completed and will be published in early 2012. A first draft of the national STIP review was discussed in a national stakeholders workshop held in September 2011. It has now been finalized on the basis of the outcome of the workshop and will be officially presented in 2012.

B. Framework for the implementation of STIP Reviews

Building on the work of the Multi-year Expert Meeting on Enterprise Development Policies and Capacity-building in Science, Technology and Innovation from 2009 to 2011 and on the Ad Hoc Expert Meeting on STI Policy Reviews that was held in Geneva in December 2010, with the participation of experts from academia and other international agencies involved in science, technology and innovation policy, the Division has produced a document entitled *A Framework for Science, Technology and Innovation Policy Reviews*.

The Framework provides member States interested in conducting a Science, Technology and Innovation Policy Review clear information regarding the rationale for conducting a STIP review as well as the processes and key elements of such reviews.

The document highlights the thinking that underpins UNCTAD's science, technology and innovation policy review programme explaining the role of STI in national development processes and what are some of the key concepts regarding national systems of innovation. The document also describes the major aspects of the implementation process of a STIP review and the typical short- and medium-term outcomes to be expected from such review.

By setting clear objectives, processes and expected outcomes, the Framework for Science, Technology and Innovation Policy Reviews will be a key instrument to guide the UNCTAD secretariat and member States in the elaboration of future STIP reviews.



C. Science, Technology, and Innovation for Sustainable Cities

As a follow-up to the Division's collaboration in 2010 with the Ministry of Science and Technology of China, the 2010 Shanghai World Expo Executive Committee, and the municipal government of Wuxi, China, on a forum on "Better City, Better Life: Science, Technology, Innovation and Urban Future," the Division contributed to the development of *The Shanghai Manual*, in partnership with the United Nations Department of Economic and Social Affairs and a few other United Nations agencies. The Manual intends to serve as a practical guidance to mayors, urban planners in developing countries. It was launched in October 2011 and was used by the First Training Course on Capacity Building for Sustainable Urbanization in Asian Countries, which took place in Japan, in November. The course was attended by 20 experts from the major cities of Asian developing countries. The Division provided the training module on Science, Technology, and Innovation for Sustainable Cities, with the aim to help cities plan and set up science and technology parks to attract high-tech, low-carbon industries to cities.

D. Participation in courses on Key Issues on the International Economic Agenda

In 2011, a module on science, technology and innovation, including ICTs, was delivered at the paragraph 166 courses held in Medellin, Colombia (July 2011) and Singapore (November 2011). For more information, please see page 27.

3. Consensus building

A. Multi-year Expert Meeting on Enterprise Development Policies and Capacity-building in Science, Technology and Innovation

The third session of the Multi-Year Expert Meeting on enterprise development policies and capacity-building in science, technology and innovation took place in Geneva, in January 2011. This session considered inter alia the issue of how

to build domestic capacity in science, technology and innovation in developing countries, and the role of education and research institutions in this context. It noted that successful collaboration involving universities and research centres from developed and developing countries often required explicit internationalization strategies for educational institutions. The experts also discussed ways to strengthen cooperation between universities and enterprises. Committed academia, funding and the development of a culture of entrepreneurship were identified as key factors of success.

The Expert meeting underlined that an important step was enabling publicly-funded research institutes to adopt a flexible policy regarding intellectual property, as this was a usual issue of concern for firms when exploring possibilities for cooperation with academic institutions. Further enabling cooperation was the on-campus presence of business and proximity between them and R&D laboratories. The participants noted that the main challenge in early stages of a transfer of technology project was getting the right team together to bring the technology or business idea to fruition. A second important step was to establish absolute clarity about the intellectual property outcomes and to develop per-revenue funding. It was also suggested that financing terms and conditions in incubators were closer to what was expected in business and could represent a stronger challenge than academics are used to. It was suggested that this could be matched with training in entrepreneurship and also in innovation management.

B. Single-Year Expert Meeting on the contribution of foreign direct investment to the transfer and diffusion of technology and know-how for sustainable development in developing countries, especially least developed countries

This expert meeting was held in Geneva, in February 2011. The Division

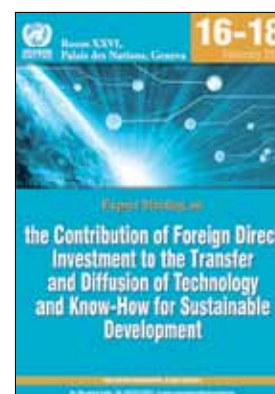
contributed to its substantive preparation and servicing in collaboration with the Division on Investment and Enterprise. It organized a session on the role of national innovation systems in maximizing the contribution of foreign direct investment to technological learning and upgrading in developing countries. The discussion noted the importance of effective ex-ante vetting, monitoring and ex-post appraisal of policy measures and of the performance of firms for progressively eliminating policy errors and achieving upgrading over time. However the lack of a functioning national innovation system makes such vetting, monitoring and appraisal much more difficult to undertake.

The discussion also noted that while middle-income countries could more easily benefit from foreign direct investment as a source of technology transfer, this was not the case for the least developed countries. These countries require a proactive policy approach to promoting technology transfer. Policies that could be used include improving framework conditions and capabilities under an innovation systems framework, placing formal requirements on the types of technology brought into the country or promoting joint ventures with local firms.

The main conclusion of the discussion was that proactive policies, both in home and host countries, are crucial for foreign direct investment to result in technology transfer to developing countries, as the spill-over effects of foreign direct investment are not automatic. Policies aimed at creating and reinforcing absorptive capacity are vital.

C. Ad Hoc expert meeting on Technology and Innovation Report

In July 2011, about ten experts and UNCTAD staff from the field of energy, renewables and innovation were invited to participate in a peer review meeting of the *Technology and Innovation Report of 2011*.





A.2. INFORMATION & COMMUNICATION TECHNOLOGIES

For UNCTAD's work to support developing countries in leveraging information and communication technologies (ICTs) for their economic development 2011 was an eventful year. Significant developments were noticed with regard to all three pillars of work. Support in the form of financial and human resources was provided by the Governments of Egypt, Finland, Germany, the Republic of Korea and Spain.

1. Research and analysis

A. Information and Economy Report

In the area of research and analysis, the main output was the *Information Economy Report 2011: ICTs as an Enabler for Private Sector Development* released in October 2011. It was presented to journalists and other stakeholders via press conferences and seminars in Geneva, Addis Ababa (with the United Nations Economic Commission for Africa (ECA)), Bangkok (with the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP)), Beirut (with the United Nations Economic and Social Commission for Western Asia (ESCWA)), Johannesburg, Kampala, London, Medellín, Mexico City, Moscow, New Delhi, New York, Sao Paulo, Teheran, Tunis, Windhoek and Yaoundé.

In addition, the Report was presented at special research and policy events dealing with Information and Communication Technologies and private sector development, such as the e-Asia Conference in Dhaka, the 15th anniversary of the International Institute for Communication and Development (IICD) in The Hague, a workshop with the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) in Bonn and a joint seminar with the Aspen Network of Development Entrepreneurs (ANDE) in Washington DC.

The response has been positive. Several radio and TV interviews were conducted. The Donor Committee for Enterprise Development expressed interest in the UNCTAD findings and the International Labor Organization is exploring how to integrate UNCTAD's recommendations in its framework for supporting women entrepreneurs in developing countries.

The IER 2011 highlights how better use of ICTs can help accelerate progress in private sector development. Recent changes in the ICT landscape have enhanced the scope for new technologies to act as a powerful force for improving enterprise competitiveness. Important growth barriers faced by such businesses can be mitigated with effective ICT use. It urges national governments and development agencies to better exploit opportunities in

Comments about the IER 2011

"UNCTAD's 2011 Information Economy Report is a landmark publication. It provides both theoretical analyses and detailed empirical examples of ways through which ICTs can contribute to private sector development in emerging economies, how the ICT producing sector can be leveraged to deliver wider development impacts, and how women entrepreneurs can benefit from the opportunities provided by ICTs".

Tim Unwin, CEO, Commonwealth Telecommunications Organisation

"A treasure chest".

Peter Drury, Director, Health and Development, Emerging Markets, Internet Business Solutions Group, Cisco

"A very useful document to reference".

Jillian Convey, Cherie Blair Foundation for Women

this area. It stresses the need to connect those parts of the development community dealing with ICTs and enterprise development, respectively.

The Report identifies four facets of the ICT-private sector development interface. First, without affordable and relevant ICTs, the private sector is at a disadvantage vis-à-vis enterprises in other locations. Moreover, the private sector is also a critical player in the development of the infrastructure. Secondly, governments should play an active role in fostering greater ICT uptake in the private sector, especially among micro and small enterprises. Thirdly, a vibrant ICT sector contributes by creating jobs, spurring innovation and, not least, by supporting ICT use in the entire economy and society. UNCTAD predicts that many people in low-income countries will be affected in the coming years by an expansion of the offshoring of “micro-work” and of the dynamic mobile sector. The fourth area concerns the role of ICTs in making private sector development interventions more effective and inclusive.

The Report gives special attention to the gender dimension of private sector development and stresses that several specific challenges faced by women entrepreneurs in developing countries can be better addressed with the help of ICTs. For example, it could help enable women-owned enterprises to access finance, training and information. Such benefits are particularly crucial for women who often face constraints with regard to the ability to travel and leave their families.

UNCTAD's review of donor and national strategies in this area shows that the potential for leveraging the four facets of the ICT-private sector development interface is far from fully exploited. For example, out of the private sector development strategies of bilateral development agencies reviewed, more than 40 per cent made no reference to the ICT dimension, and many others addressed only one of the four facets.

To accelerate progress, the Report recommends that the ICT dimension be systematically mainstreamed into private sector development strategies. In order to have real impact, governments and their development partners should seek to reflect adequately the role of ICTs in all four facets of the ICT-private sector development interface. In all these areas, policy interventions should also be made more demand-driven, based on a solid understanding of the specific needs and situations of the enterprises targeted. Such an approach benefits greatly from effective partnerships involving Governments, donors, the private sector and civil society.

Reflecting UNCTAD's expertise and experience in the area of fostering the information economy, the German Development agency entrusted UNCTAD to prepare a research study on how to use public procurement as a strategic tool to strengthen the local ICT sector in developing countries. The study will be completed in 2012.

2. Technical assistance

During 2011, UNCTAD saw continued demand for its ICT-related technical assistance. It reached all developing-country regions, and relied on extra-budgetary support from the Governments of Egypt, Finland, France and Spain. ICT-related technical assistance work is focused on three main areas: measuring ICT for development, ICT and law reform, and ICT policy reviews.

A. Measuring ICT for development

The Partnership on Measuring ICT for development defines global standards and collection of data on the information economy. In this context, UNCTAD carried out a survey of 183 National Statistics Offices to collect data related to the information economy in 2011. Among the developing countries that responded to UNCTAD's survey for the first time were Cameroon, Costa Rica, Ecuador and El Salvador.

Thanks to the collaboration with the Development Statistics and Information Branch, the Division was in 2011 able



Course on production of ICT statistics on the information economy for the Arab region.

to make available online the Core Indicators on the information economy related to trade in ICT goods and the ICT sector (see: <http://unctadstat.unctad.org/ReportFolders/reportFolders.aspx>). This greatly improves accessibility of UNCTAD's statistics in this area. It is anticipated that data related to the core indicators on ICT use by enterprises will be added in the first quarter of 2012.

In the context of its activities to enhance the capacities of developing countries to produce ICT statistics, UNCTAD organized, in collaboration with the International Telecommunication Union (ITU) and the Arab Institute on Training and Research in Statistics (AITRS), a training course on the production of ICT statistics on the information economy for countries in the Arab region that took place in Amman (Jordan), in June 2011. This was the seventh such training course delivered by UNCTAD.

Considerably more training and other forms of technical assistance is required, however, as many developing countries still need to develop their capacities in this field. Moreover, given the high pace of change in the ICT landscape, there is a continuous need to develop and refine the set of core indicators. Given its mandate and experience, UNCTAD is well placed to provide developing countries with ad-hoc technical assistance in measuring ICT.

UNCTAD furthermore continued its collaboration with other parts of the UN system. The Division contributed to an

Expert Group Meeting on "Standardizing Information Society Measurements in the ESCWA Region" (December). In addition, the work on measuring ICT was also addressed in the context of several other international meetings Paris (WPIIS meeting), Geneva (WSIS Forum) and Port Louis, Mauritius (World Telecommunication/ICT Indicators Meeting).

B. ICT and law reform

An increasing number of developing countries are taking steps to put in place cyber legislation to seize the development opportunities created by ICT. In 2011, UNCTAD's technical assistance activities in this field aimed at building capacity of various stakeholders, preparing cyberlaws and facilitating increased regional harmonization of cyberlegislation, with projects in Africa, Asia and Latin America with the support of the Governments of Finland and Spain. Technical cooperation activities were undertaken in cooperation with UN regional commissions, UNCITRAL and other regional institutions.

In Africa, as part of the assistance provided to the East African Community (EAC) since 2007 for the harmonization of cyber legislation in the five Partner States, three events were organized in 2011 in cooperation with EAC Secretariat. Two regional meetings of the EAC Task Force on cyberlaws (Kenya and United Republic of Tanzania) took stock of progress made by the EAC Partner States in the implementation of the Framework Phase I and discussed and endorsed the EAC Legal Framework for Cyberlaws (Phase II). The Framework II deals with issues of competition, IPR, taxation and information security.

Following the need expressed by Partner States to raise awareness on cyber legislation, a briefing for Members of Parliament of Kenya was organized by the Commission on Communications of Kenya and UNCTAD in Mombasa, Kenya to facilitate the enactment of laws. It covered the issues of cybercrime and information security, consumer protection,

data protection and privacy, ISP liability and content control. According to the Chair of the Members of Parliament, the briefing provided an impetus for fast-tracking the cyberlaws in Parliament. The briefing was particularly relevant as the delivery of the Government's development strategy, Vision 2030, depends in large part on ICT platforms. The briefing supported the efforts of the Kenyan Government to advance on cyberlaw reforms, in particular given the increasing use of mobile phones within the country for financial transactions.



Members of Parliament of Kenya participating in the briefing on cyber legislation.

In May 2011, UNCTAD participated in the UNECA Workshop on Legal and

“The East African Community (EAC) Secretariat in collaboration with UNCTAD are championing the cause of security of our cyber environment. The enthusiasm and resultant activities, including the establishment of the East African Community Taskforce on Cyberlaws, various consultative sessions, including the just-concluded meeting of the Task Force, are indeed very strong anchors to the development of a harmonized legal framework for cyberlaws in the region. (...) This will certainly act as a catalyst to not only do business across the region but ensure the security of our governments as we seek to transform the lives of our people”.

Hon. Samuel I. Poghio, Minister for Information and Communications, Cyberlaw briefing session for the Departmental Committee on Energy, Information and Communication (March 2011, Mombasa, Kenya)

Evaluation of the ICT and Law Reform Programme

An external evaluation of the entire programme on ICT and Law Reform was completed in 2011 (see http://www.unctad.org/en/docs/webosg2011d1_en.pdf). The objective of this evaluation, undertaken at the request of the Government of Finland, was to document results and lessons learned in the implementation of the project, and to formulate recommendations in order to strengthen the work of UNCTAD in this area.

The independent evaluator concluded that the Project had been pioneering the introduction of the legal dimension of ICT to its beneficiaries and initiating cyber-law reform and harmonization processes. In fact, through this project, draft cyber laws have either been enacted, or were ready for government endorsement in Cambodia, the Lao People's Democratic Republic, as well as in the EAC Member States. The mix of legal advice and training, backed by awareness-raising and institutional capacity-building, builds the confidence and commitment of the Project partners to achieve compliance with international ICT standards as part of their efforts towards graduation from LDC status. Ownership by the Project's partners, especially where there is knowledge of the legal issues at stake in ICT for development, was instrumental in keeping up the momentum for cyber law reform.



Regulatory Framework for the Knowledge Economy held on the sidelines of the Second Session of the Committee on Development Information Science and Technology (CODIST II).

In Latin America and the Caribbean, activities continued to be conducted in partnership with UNCTAD's TrainForTrade programme which are further explained on page 24.

C. ICT policy reviews

The first *ICT Policy Review* prepared by UNCTAD as per paragraph 160 of the Accra Accord was successfully presented to member States in Geneva, in October 2011 in the presence of H.E. Mohamed Salem, Minister of Communications and Information Technology of Egypt. The Minister welcomed the UNCTAD recommendations, stating that he saw "2011 as the dawn of a new era for ICT in Egypt, with even more Egyptians joining and embracing the information society as we continue to work to forge a knowledge economy."

The Review was prepared in cooperation and with the support of the Ministry of Communications and Information Technology of Egypt and the United Nations Development Programme (UNDP) Office in Cairo. It evaluates the main achievements and remaining challenges in the areas of ICT infrastructure, skills developments for the ICT sector, ICT use in the educational system, e-content development in Arabic and the promotion of an export-oriented ICT sector. It proposes valuable inputs as



Launching of ICT Policy Review of Egypt at UNCTAD in the presence of H.E. Mohamed Salem, Minister of Communications and Information Technology of Egypt.

"The success of the ICT Policy Review has been a unique experience and a real achievement, and it really encourage me to plan enhancing the future cooperation between the Ministry of Communications and Information Technology and UNCTAD".

*H.E. Mohamed Salem,
Minister of Communications and
Information Technology of Egypt*

the Ministry prepares the next national ICT strategy, including best practices from other countries such as Brazil, Malaysia and India, to help the Government identify its medium-to long-term strategic ICT objectives and options available to achieve them.

The Review and an interview of the Minister of CIT are available at: <http://www.unctad.org/Templates/Page.asp?intItemID=6130&lang=1>

3. Consensus-building

In terms of consensus-building activities, a contribution was made to the organization of several meetings and events and support was given to the work of the Partnership on Measuring ICT for Development as well as the UN Group on the Information Society (UNGIS).

UNCTAD was in 2011 elected to serve as the chair of the Steering Committee of the Partnership on Measuring ICT for Development, an important collaborative mechanism in which all relevant international organizations participate. The work of the Partnership was recognized in ECOSOC resolution 2011/16 which in paragraph 35 called upon UN organizations and other relevant organizations to periodically review and modify the methodologies for ICT indicators, taking into account different levels of development and national circumstances.

The World Summit on Information Society (WSIS) Forum 2011 was held in May

2011 in Geneva. It was hosted by the International Telecom Union (ITU) and jointly organized by ITU, the United Nations Educational, Scientific and Cultural Organization (UNESCO), UNCTAD and the United Nations Development Programme (UNDP). The Forum attracted more than 1150 WSIS Stakeholders from more than 140 countries, including more than 20 ministers and Deputies, Ambassadors, CEOs and Civil Society leaders.

UNCTAD played an active role in the preparations of the Forum as well as in its organization. In addition, UNCTAD was responsible for organizing the Action Line Facilitation on e-Business, which this year was done jointly with the International Trade Centre and the Food and Agriculture Organization, as well as a session on Measuring ICT for Development (in cooperation with other members of the Partnership).

During 2011, UNCTAD contributed to the inter-agency coordination of UNGIS. It co-organized a special session on ICT for Development during the UNLDC IV Conference in Istanbul and an open consultation process concerning the format and nature of the anticipated WSIS +10 Review, which is scheduled to be concluded by 2014-2015. Moreover, together with other member of UNGIS, UNCTAD prepared an input to the Rio+20 Conference on Sustainable Development, with a view to ensuring that opportunities created by ICTs are fully harnessed in efforts to support sustainable development.

A.3. COMMISSION ON SCIENCE AND TECHNOLOGY FOR DEVELOPMENT

A. Commission on Science and Technology for Development (CSTD)

At its fourteenth session held in May 2011, the Commission on Science and Technology for Development (CSTD) recommended to the Economic and

Social Council (ECOSOC) the adoption of two draft resolutions, one on “Science and Technology for Development”, and one on “Assessment of the progress made in the implementation of and follow-up to the outcomes of the World Summit on the Information Society”, both contain calls for action to national governments and the international community. The Commission also recommended to the Council for adoption, four draft decisions, which will facilitate the participation of civil society entities, non-governmental organizations, academic entities and business sector entities in the work of the CSTD. It also recommended for adoption a draft decision to extend its Gender Advisory Board.

CSTD-14 considered two priority themes, namely, Measuring the impact of information and communications technology for development, and Technologies to address challenges in areas such as agriculture and water. The session included two ministerial roundtables: one on Review of progress made in the implementation of WSIS outcomes, and another one on Harnessing science and technology for development. It also included a panel on E-Science, E-Engineering, E-Education. More than 15 member States were represented at the ministerial level. Participants also included representatives of heads of international organizations of the United Nations system, as well as representatives of civil society and of business entities.

The Resolution on “Science and technology for development” called on governments to review their agricultural science, technology and innovation systems with a view to strengthening policies for more sustainable agricultural practices, particularly for smallholder farmers. Recognizing the key role played by women in agriculture and water management at domestic and farm levels, participants underscored the need to integrate a gender perspective in the design of these policies. The Resolution requested the Commission to facilitate new science, technology



and innovation policy (STIP) reviews, disseminate the new STIP Methodology Guidelines and share outcomes and best practices resulting from their implementation. Participants encouraged the Commission to examine new metrics to assess and document outcomes of investments in S&T and engineering R&D, education and infrastructure, in collaboration with relevant stakeholders. They proposed for the Commission to consider the establishment of an annual award in recognition of excellence for the application of ICTs in fields of science, technology and engineering that support development.

The Resolution on "Assessment of the progress made in the implementation of and follow-up to the outcomes of the World Summit on the Information Society" called on the Partnership on Measuring ICT for Development to further its work on measuring the impact of ICTs, particularly in developing countries, by creating practical guidelines, methodologies and indicators. Participants noted with appreciation the report on the outcomes of the CSTD Working Group on improvements to the Internet Governance Forum and proposed for the Council to extend the mandate of the Working Group until the 15th session of the CSTD, in order for it to complete its task on the basis of the work already done. They urged the Working Group be re-convened at the earliest possible time to enable timely submission of its recommendations to the 15th session of the CSTD.

The resolutions and decisions were adopted by ECOSOC by consensus in July 2011.

The Economic and Social Council and the General Assembly - The Division presented the Report of the Secretary-General on *Progress made in the implementation of and follow-up to the outcomes of the World Summit on the Information Society at the regional and international levels* to ECOSOC at its Co-ordination Segment in July and the 66th session of the General Assembly in Octo-

ber 2011, thereby contributing to facilitating policy dialogue and consensus-building carried out in at the highest level of the UN intergovernmental processes. Additionally, the Division presented the report of the Secretary-General on Science and Technology for Development to the 66th session of the General Assembly.

CSTD 2011-2012 inter-sessional panel - The inter-sessional panel of the Commission on Science and Technology for Development (CSTD) took place in December in Manila, Philippines. Organized by the Division in collaboration with the Government of Philippines, the Panel provided an opportunity for the Commission members to study in depth the various issues related to the following themes which will be considered at its 15th annual session, scheduled to take place in May 2012:

- Innovation, research, technology transfer for mutual advantage, entrepreneurship and collaborative development in the information society,
- Open access, virtual science libraries, geospatial analysis and other complementary ICT and science, technology, engineering and mathematics assets to address development issues, with particular attention to education; and
- Progress made in the implementation of and follow-up to the outcomes of the World Summit in the Information Society at the international and regional levels.

The documentation for the meeting included issues papers, presentations and policy papers by the participants. (please see <http://www.unctad.org/cstd>).

B. 55th annual session of the Commission on the Status of Women (CSW)

The Commission on the Status of Women (CSW) examined, at its 55th annual session in 2011, the priority theme on Access and participation of women and girls to education, training, science and technology, including for the promotion of women's equal access to full employment and decent work. The Division was invited to participate at Panel I on Key

policy initiatives and capacity-building on gender mainstreaming: focus on science and technology.

In its “*Agreed Conclusions on access and participation of women and girls in education, training and science and technology, including for the promotion of women’s equal access to full employment and decent work*” the Commission on the Status of Women recognized the need for “the compilation and sharing of good practice examples and lessons learned in mainstreaming a gender perspective into science, technology and innovation policies and programmes”, with a view to replicating and scaling up successes, and stated in this regard that it looks forward to any steps or actions that could be taken by the relevant United Nations bodies, especially the Commission on Science and Technology for Development.

C. UNLDC IV Conference in Istanbul

Science, technology and innovation (STI), including information and communication technologies (ICTs) represents a key area of focus of the Plan of Action (PoA) adopted by the UNLDC IV Conference. STI is identified as one of the major axis along which the productive capacities of the LDCs need to be enhanced and is a priority for the PoA. A number of actions to be undertaken by the LDCs and their

development partners are proposed that address STI-related constraints in the LDCs (see box 1). In addition, STI is also expected to make specific contributions in the areas of agriculture, food security and rural development, climate change and environmental sustainability and human and social development.

As the UN system’s focal point for the integrated treatment of the interrelated issues of trade, investment, technology and development, UNCTAD’s work in the field of STI, including ICTs, focuses on enhancing the capacity of the LDCs to identify, adapt, adopt and diffuse knowledge and technology to promote innovation for development.

The Division participated in the Science, Technology and Innovation pre-LDC Conference event, organized by UNIDO and TUBITAK, the Turkish national institution on science and technology, in Istanbul in February 2011. The event focused on: (i) the role of STI in development in LDCs, (ii) challenges and opportunities, and (iii) ways of encouraging technology transfer. Examples of successful developing countries, including Turkey, were identified as potential models, and debate focused on how to make STI promotion relevant and practical in an LDC context. There were various references to UNCTAD

Istanbul Plan of Action on science, technology and innovation

“Science, technology and innovation play an important role in development. All least developed countries are lagging behind in these critical areas which are key drivers for transformation and have great potentials to change the development landscape of least developed countries if developed and harnessed properly. Least developed countries have often not been able to move beyond outdated technologies that characterize their production processes and outputs. Acquiring new technologies and building domestic capacity and knowledge base to be able to fully utilize acquired technologies and promoting indigenous capacity on a sustainable basis for research and development are needed to enhance productive capacities in least developed countries. Furthermore, development of this sector should help to bridge the digital divide and technology gap in support of rapid poverty eradication and sustainable development.”

Source: Paragraph 51 of the Report of the Fourth United Nations Conference on the Least Developed Countries, Istanbul, Turkey, May 2011

work in the area of STI, which stresses the need to elevate science, technology and innovation capacity from a missing or marginal element of the development agenda of LDCs to an essential component of every country's strategy for reducing poverty and stimulating economic and social prosperity.

Without sustained, proactive national policies and an enabling international environment that support and promote technological learning and catching-up

in the LDCs, structural change leading to sustainable development will not be possible in those countries. UNCTAD's activities are directly relevant to the implementation of the PoA in the field of STI and ICTs. Future efforts in these areas could be developed in collaboration with the International Science, Technology and Innovation Center announced by the Turkish government as part of the follow-up to LDC IV.

KNOWLEDGE SHARING, TRAINING AND CAPACITY DEVELOPMENT



UNCTAD XII mandate on cross-divisional capacity-building under the Accra Accord:

“UNCTAD should enhance its assistance in cross-divisional capacity-building programmes, including training for policymakers on the integrated treatment of the trade, investment, finance, technology and development issues referred to in paragraph 166 of the Bangkok Plan of Action, which must ensure wide and inclusive participation of developing countries. It should also continue to support the development of local teaching and research capacities in member countries’ academic institutions through the Virtual Institute, and foster training and capacity-building aimed at trade practitioners in order to assist member countries in developing a sustainable local capacity in trade, investment and development issues through TrainForTrade. UNCTAD should also continue to use these programmes to strengthen the synergies between its research and capacity-building activities”

(Accra Accord, para. 162).

Developing countries need to be provided with the means to develop and support policymakers and local institutions to ensure long-term sustainability of their capacity building efforts in trade and development.

The logo for TrainForTrade, featuring the text "TRAINFORTRADE" in a blue serif font, with "FOR" in a smaller, lighter blue font. Above the text is a solid blue horizontal bar.

**COURSE ON KEY ISSUES
ON THE INTERNATIONAL
ECONOMIC AGENDA**

In line with paragraph 162 of the UNCTAD XII mandate in the Accra Accord, UNCTAD assists developing countries and countries with economies in transition to build their capacities in the areas of trade and development through training and human resources development targeting different groups:

- The **TrainForTrade programme** for trade practitioners in the development of a sustainable local capacity in trade, investment and development issues;
- The **Courses on Key Issues on the International Economic Agenda** (the so-called Paragraph 166 of the Bangkok Plan of Action) for the training of policymakers.



B.1. TRAINFORTRADE

The TrainForTrade programme facilitates the transfer of international trade-related knowledge to developing and least developed countries through training and technical assistance. Its thematic programmes and country-specific projects focus on International trade, investment and finance; Sustainable tourism for development, and Port training.

TrainForTrade activities are about:

- Support to individuals (human resources development);
- Support to training institutions to generate knowledge taking into consideration local needs;
- Support to governmental institutions, including policy formulation;
- Network for knowledge-sharing and multiplier effects.

In 2011, 14 courses and workshops (face-to-face and e-learning) were delivered, benefiting 911 private and public sector workers (of whom 285 were women) from 37 developing countries, including 10 least developed countries (LDCs). In addition, 4 Training-of-Trainers courses were conducted for 94 local instructors from Africa, Asia and Latin America, who in turn delivered 31,680 hours of local courses.

Some of the countries in which projects took place in 2011 were: Angola, Benin, Bolivia, Cambodia, Cameroon, Djibouti, Gabon, Ghana, Guatemala, Indonesia, Maldives, Peru, Senegal and Tanzania.

A. Course Development

With strong expertise in training and methodological skills, the TrainForTrade programme continued developing and updating training packages to feed the specific needs of beneficiary countries according to their local environment. Face-to-face and e-learning packages

have been developed on international investment dispute prevention policies, sustainable tourism for development and trade policies for economic diversification. Furthermore, several other courses have been updated such as the Modern Port Management training package (in English, French, Spanish and Portuguese) and e-learning components were added.

B. Course Delivery

There was also a continuation with Hybrid learning which is an e-learning approach that combines group training with distance learning led by local technical tutors. It aims to integrate the advantages of face-to-face training into distance learning while eliminating the need for an expert to be physically present.

The online forum is indeed a very powerful element of the TrainForTrade e-learning platform: for instance, more than 6,000 messages were exchanged in one month during the annual course on Legal Aspects of E-commerce held in Latin-America and Caribbean.

C. Increased Cooperation on E-learning

TrainForTrade pursued its cooperation with the Office for the Coordination of Humanitarian Affairs (OCHA) in their e-learning activities through the sharing of experiences and strengthening of skills of the two agencies via 5 online courses. Collaboration on e-learning also took place with the Staff Development and Learning Section of the United Nations Office at Geneva (also known as UNOG/SDLS) leading to the sharing of a dedicated platform by TrainForTrade and SDLS, especially in regard to the use of UN languages. Over 1000 participants registered for this tri-annual seminar. Increasingly, TrainForTrade is recognized as a key player in distance learning tools by Geneva-based organizations.

D. Eighth meeting of the UNCTAD Advisory Group on the Strengthening of Training Capacities and Human Resources Development

Twelve United Nations Agencies contributed to the meeting which focused on best practices and field experience in e-learning. In their opinion, activities undertaken in this area succeeded at building sustainable trade-related knowledge. The participants stressed the importance of the use of information and communication technology by the Division as a tool to make training material more accessible. They advised that innovative solutions such as mobile learning should be tested and integrated into course development and delivery, and concluded that the TrainForTrade programme should take advantage of social media for communication and knowledge sharing during the training process. The importance of networking should be recognized in this area. It was generally felt that the sharing of best practises and field experience should be reinforced.

1. Training Programme on International Trade, Investment and Finance

A. Implementation of current projects

In **Angola**, the four-year TrainForTrade project funded by the European Commission successfully continued its activities. The National Steering Committee validated the work plan for year four during its annual meeting in March 2011. Focus was put on issues concerning consumer protection, trade policies for economic diversification, international agreement dispute prevention policies, modern port management and sustainable tourism.

The Consumer Protection component was added to the Angola project in 2010. After successfully implementing an awareness workshop on the many issues concerning consumer protection, TrainForTrade drafted the regulations for Angola's Consumer Protection Law thanks to the support provided by Portugal's

Directorate General for Consumer Affairs. A fact finding mission to Luanda was undertaken in June 2011 to discuss competition related issues with governmental and non-governmental consumer protection, assistance, and advocacy groups after which TrainForTrade presented the proposals to members of Angola's Parliament during a seminar on the Rights of Consumers in October 2011.

Within the framework of the Investment component, TrainForTrade developed a course to reinforce the capacity of the Angolan Government to prevent and resolve disputes arising from International Investment Agreements. This was a follow-up activity to the 2008 capacity building workshop on International Investment Agreements and the 2010 publication, entitled the Legal Framework of Private Investments in the Republic of Angola. The course was designed in cooperation with UNCTAD's Division on Investment and Enterprise.

The e-learning version of the TrainForTrade course on Investment is available on TrainForTrade's learning platform for the benefit of a larger audience of specialists who are directly or indirectly involved in negotiating, implementing or mediating investment treaties. Furthermore, a mission was undertaken to Luanda to deliver the face-to-face session of the course to representatives from the Ministries of Commerce, Economy, Finance, Foreign Affairs, Oil, and Industry.



TrainForTrade seminar in Angola.

B. Cooperation with Regional Integration Organizations

In 2011 the TrainForTrade Programme continued with the implementation of capacity building activities in Latin America and the Caribbean region thanks to the contribution of the Kingdom of Spain and the strong partnership of the Latin American and Caribbean Economic System Secretariat (SELA). The training courses were implemented according to the TrainForTrade methodology whose approach has demonstrated to contribute to the strengthening of national capacity by empowering national human resources within a participatory and interactive learning process.

In this context, and further to the distance-learning course on Legal Aspects of Electronic Commerce, organized in November 2010 for 210 participants from 19 countries, the second part of the training course was organized in La Paz (Bolivia) in February 2011. This face-to-face Regional Workshop on Cyberlegislation was given to representatives from 13 countries member of SELA. Participants favourably evaluated the organization and outcomes of the meeting. Among others, participants highlighted the importance of continuing with activities of capacity building in the area of cyber legislation and suggested to incorporate the new development in the region in Study on Prospects for Harmonizing Cyberlegislation of UNCTAD.

Following the request to continue the capacity building activities in the area of cyberlegislation, a new edition of the distance-learning course on "Legal Aspects of electronic commerce" was delivered in

October-November 2011 for 192 participants from 17 countries with the cooperation of SELA and the support of the Kingdom of Spain.

C. Cooperation with the Enhanced Integrated Framework

TrainForTrade participated in the Eastern and Southern Africa Enhanced Integrated Framework workshop held in Maseru, Lesotho, in February 2011. During the workshop, representatives of the Burundi, Comoros, Democratic Republic of Congo, Lesotho, Malawi, Tanzania, Uganda and Zambia expressed a strong interest in working with TrainForTrade.

2. Training Programme on Sustainable Tourism for Development

In 2011, the TrainForTrade programme continued its capacity-building activities in the sustainable tourism sector, by providing selected decision-makers at the local and national levels with a clear understanding on, and know-how to foster the beneficial effects that tourism can generate.

As part of the UNCTAD/TrainForTrade project in Angola for the development of a national training capacity for tourism and following a pilot workshop in the Benguela province in 2010, a second and third provincial workshop took place in respectively the Huambo province and Benguela. Local instructors who were previously students in TrainForTrade workshops, delivered these workshops: this marked a definitive step towards transferring project ownership to the Angolan counterpart.

In addition, a national study on sustainable tourism was prepared in 2011, with a particular focus on the province of Benguela. A study tour to Mozambique was also undertaken by an Angolan delegation to discuss with Mozambican tourism professionals and learn from their experiences with a view to helping developing innovative ideas for sustainable tourism projects in Angola. Three project proposals resulted from the study tour and were presented at a feedback seminar.



Regional workshop on cyberlegislation in Bolivia.

At the request of the Ministry of Tourism of Cambodia, the TrainForTrade programme organized a training seminar in Phnom Penh in February 2011 for provincial Directors of Departments of Tourism, along with representatives from the Ministry of Tourism. Based on the knowledge acquired, participants formulated four types of recommendations for concrete implementation in their provinces on: site management, destination management, capacity-building and institutional cooperation. The Cambodian experience is available in a documentary film, on the UNCTAD website:

<http://www.unctad.org/templates/Page.asp?intItemID=5966&lang=1>

TrainForTrade continued to play an active role in the UNCTAD Task Force on Sustainable Tourism for Development. It participated in the first workshop of the Steering Committee on Tourism for Development (SCTD, 9 United Nations agencies), organized in October 2011 in Geneva. As a result of this workshop and of TrainForTrade's activities undertaken throughout the year, several countries expressed their interest in working with TrainForTrade. At present, project proposals on sustainable tourism are in discussion with Bhutan, Burundi, Cambodia, Comoros, Gabon, Guinea, Lao People's Democratic Republic, Lesotho, Malawi, Maldives, Mali, Nepal, Senegal, Sierra Leone, Tanzania, Uganda and Zambia.

3. Port Training Programme

The Port Training Programme is a good example of capacity building, with the successful development of local trainers' training capacities. In 2011, 1680 hours of course delivery were done by local instructors trained by the TrainForTrade capacity development projects.

A. English-speaking Port Communities

In cooperation with the Dublin Port Company and Irish Aid, TrainForTrade launched the second cycle of the Port Training Programme in four pilot countries. The first three modules of the Modern Port Man-

agement course were delivered in each of the pilot countries of the network, namely Ghana (Ghana Ports and Harbours Authority), Indonesia (PT. Pelabuhan Indonesia), the Maldives (Maldives Ports Limited) and Tanzania (Tanzania Ports Authority). In addition, a fact-finding mission was undertaken to a new member of the network, the Namibia Ports Authority, where training is expected to begin in early 2012.

TrainForTrade also organized the first Training-of-Trainer workshop for senior managers and local instructors of the English-speaking port communities in Dublin (Ireland), in October 2011. The workshop was very successful with all 24 senior managers from port communities in Africa, Asia and Latin America graduating from the course, providing a larger pool of trainers in their respective countries (Ghana, Indonesia, Namibia, Peru, Tanzania, and Sri Lanka).

Finally, Irish Aid and UNCTAD signed an agreement on 11 November 2011, reaffirming the commitment of the Government of Ireland to bring support to the programme for the second cycle of 2011-2013.

B. French-speaking African Ports

The French-speaking African Ports members of the TrainForTrade Port Training Programme organized new training cycles of the Modern Port Management course for the port communities of Benin, Cameroon, Senegal, and Djibouti. Moreover, the port of Libreville (Gabon) started its fourth cycle after having been on hold for seven years.



Participants of the Port Training-of-Trainer workshop in Ireland.

“The UNCTAD intervention in port programme fills an existing gap in port management... this initiative will go a long way to enhance the much needed capacity, skills and knowledge in the Namibian Port community, as well as the world over”.

*Mr. Widux Mutwa,
Namibian Ports Authority, Namibia*

In addition, a Training-of-Trainers workshop was held in Marseille (France) for the delivery of Modules 5 to 8 for ports member of the network and a number of new potential port members. This was done in collaboration with the ports of Nantes (France) and Valencia (Spain), and with the participation of experts

from Djibouti and Gabon who delivered modules on informatization, and human resource development. A pedagogical workshop for instructor also took place in Cameroon with representatives of the ports of the French network.

C. Portuguese-speaking Ports

In the Portuguese-speaking network, TrainForTrade delivered Modules 7 and 8 of the Modern Port Management Course in Angola. This brought an end to the instruction part of the course, which began in 2009 and totalled 240 hours.

D. Spanish-speaking network

TrainForTrade has been very active in Latin America with the successful launch and delivery of the Second Cycle of the Port Training Programme in Guatemala and Peru. The training courses were organized in cooperation with the National

Training that helps ports to be more efficient, less costly

Middle managers make many of the vital, day-to-day decisions at such facilities. Training them can result in significant increases in efficiency, more rapid transfer of cargo, and lower costs. For instance, an official who manages work for a firm that loads and unloads ships at the Port of Douala (Cameroon), recently developed a system for manual labour based on better preparation, anticipation, and deployment of employees. This system stepped up operation by 30 to 40 per cent. Another employee ended the port's dependence on fax and phone communications with incoming ships and foreign liner offices - a major expense because of the cost of overseas phone calls from Africa, by introducing a new method using information and communications technology, including e-mail and other Internet links, which leads to savings of over USD 200,000 per year. These officials are among the more than 160 middle managers at Douala port who have completed a course in modern port management developed by the TrainForTrade programme in consultation with experts from the port of Marseille (France) and the Ghent Port Company (Belgium).

Success story in the Portuguese-speaking network

In Angola, all 35 participants of the Modern Port Management course - middle-level managers from the ports of Luanda, Lobito and Namibe - successfully completed the final examinations and identified the topics for their dissertations, which were approved by TrainForTrade. The dissertations aim at identifying practical solutions to concrete challenges faced by the ports and will be presented before a panel of international and national experts in 2012.

“Once again TrainForTrade met my expectations: a very interesting course that will help me better execute my daily tasks”.

Dr. Anselmo Jetero, University of Luanda, Angola

Port Commission of Guatemala and the National Port Authority of Peru. National instructors from both countries, trained by TrainForTrade, were in charge of the delivery of the course with the support of experts from the Spanish Port Authorities of Valencia and Gijón.

The Spanish-speaking network has been reinforced in 2011, not only by the active collaboration between the ports in Latin America and the Spanish Port Authorities, but also by the signature of a Memorandum of Understanding (MoU) between UNCTAD and Puertos del Estado, a specialized agency that coordinates the port authorities in the Spanish port system. The MoU falls within the spirit of previous MoUs signed with the Port Authorities of Valencia and Gijón in 2007 and further strengthens the cooperation between UNCTAD and the Spanish port authorities.

B.2. COURSE ON KEY ISSUES ON THE INTERNATIONAL ECONOMIC AGENDA

The Training Course on Key Issues on the International Economic Agenda, or Paragraph 166 of the Bangkok Plan of Action as it is also known, primarily targets policymakers both in government ministries and agencies, and in permanent missions to the United Nations in Geneva. It is delivered in two forms: (a) three-week regional courses for policymakers working in the government; and (b) short (half-day) courses for Geneva-based diplomats.

A meeting of the Advisory Body on Paragraph 166 took place in September 2011. The main agenda topic was the review of proposals submitted on multi-

year venues for the three-week regional courses. The proposals made by Mauritius for the region of Africa and the Sultanate of Oman for Western Asia were retained.

The website of regional courses - with online registration - continued to provide downloadable pre-course reading materials and exercises, and its online discussion forum was used in the two regional courses. To facilitate access to short courses for participants and other interested parties not able to attend, course materials are published on the programme's website at <http://p166.unctad.org/shortcourses>. These materials contain not only the Powerpoint presentations and background readings, but also videos of some presentations given at the courses too.

UNCTAD pays particular attention to the evaluation of the regional courses' impact and their multiplier effects in participating countries. A first evaluation is conducted at the end of each course; six months later, a follow-up evaluation is conducted to check how the course knowledge was actually used and whether participants' plans have been implemented. The course team stays in touch with participants to follow up, provide further assistance, and keep track of participants' work.

1. Delivery of two regional courses

The participants in the regional course are predominantly government officials who work on specialized tasks in trade ministries, investment agencies or central banks. The course gives them a comprehensive overview of how economic factors such as international trade, finance, investment and technology are related to one another, how they can impact positively on the economic and social development of their countries, and how appropriate policies in these areas can bring gains from the globalized economy.

At the end of the course, participants are better able to understand the links between their specific work and the

2. Short courses for Geneva-based diplomats

The objective of short courses is to update Geneva-based policymakers on the most recent issues and developments on the international economic agenda. The programme of the courses is demand-driven: the diplomats propose topics that are of relevance to them. Their suggestions are complemented by courses on emerging topics on which UNCTAD conducts research work. In 2011, an average of 43 diplomats, out of which more or less 10 were women, from developing, transition and developed countries participated in each course.

“Since my arrival in Geneva, these short courses have immersed me into the diplomatic life in Geneva both as a diplomat as well as being more aware of the issues ranking high on the economic agenda. The topics cover the mandate of UNCTAD and further the approach is holistic and the resource persons make the course lively and relevant to contemporary issues”.

Mr. Adam Koodoruth, First Secretary, Permanent Mission of Mauritius

“The choice of topics for these short courses is excellent. They are relevant to my work, enhancing my knowledge on trade and development issues”.

H.E. Jolaade Adekola Orimoloye, Minister, Permanent Mission of Nigeria



Regional course group work on divergences in development, in Singapore.

overall economic development objectives of their countries, enabling them to better contribute to the formulation of national trade-related policies and international negotiating positions coherent with their countries' interests. Two three-week regional courses were organized in 2011: one for Latin American countries and the Caribbean, held in Medellin, Colombia (July 2011), and one for Asia, held in Singapore (November-December 2011). Forty-eight participants, of which 23 women, attended the courses.

“The course is very challenging and interesting as it addresses the most important issues on trade and investment policies for development, the macroeconomic policy framework in the context of globalization and the current perspectives of trade in goods and services in the context of WTO negotiations”.

*Alvaro de la Barra
Economist and General Director of
International Economic Relations in
the Foreign Affairs Ministry, Chile*



Participants of the regional course in Colombia.

TRADE LOGISTICS



In accordance with UNCTAD–XII, the following mandates exist with regard to trade logistics:

“Trade facilitation and access to efficient transport systems, as well as improvement of productive capacities, are essential for trade competitiveness. Ineffective trade procedures, excessive transport costs and lack of connectivity undermine the export competitiveness of developing countries, especially landlocked developing countries. Developing countries also face increasing demands to comply with different requirements in respect of maritime trade and supply-chain security”

(Accra Accord, para.121).

“In the area of trade facilitation, transport and related services of interest to developing countries, UNCTAD should continue to analyze issues that affect the trade and transport of developing countries and international supply-chain security. It should also disseminate its analyses and relevant information, and promote the exchange of experiences”

(Accra Accord, para. 164).

“UNCTAD should continue to provide capacity-building and technical assistance to policymakers and other stakeholders in developing countries on such issues as reducing transport costs and improving transport connectivity and competitiveness, developing and implementing appropriate institutional and legal frameworks, and devising and implementing national and international actions to promote transport and trade facilitation, including in transit corridors. It should coordinate this work with other relevant organizations where appropriate. It should continue to assist developing countries in transport and trade facilitation negotiations, including in the context of the Doha Round, and in ensuring the effective implementation of agreed rules and standards”

(Accra Accord, para. 166).

“UNCTAD should undertake research to develop policy recommendations that will enable developing countries to cut transport costs and improve transport efficiency and connectivity. The research should pay special attention to the needs of the most vulnerable economies, and in particular to the development and implementation of coherent transit systems that will benefit landlocked developing countries and transit developing countries, taking into account the Almaty Ministerial Declaration and Programme of Action. Attention should also be paid to the promotion of multimodal transport”

(Accra Accord, para. 165).

“UNCTAD should continue to provide assistance to developing countries to design and implement policies and actions aimed at improving the efficiency of trade transactions as well as the management of transport operations. It should also continue to cooperate with member States in implementing ASYCUDA, the automated system for customs data”

(Accra Accord, para. 167).

“Through its research and policy analysis, UNCTAD should help developing countries make informed policy choices to address environmental challenges in relation to transport strategies, and to help identify associated capacity-building needs and appropriate regulatory responses”

(Accra Accord, para. 168).



In accordance with the UNCTAD XIII mandates as laid down in the paragraphs 164 to 168 and 107 of the Accra Accord, the Division, through its Trade Logistics Branch, carried out substantive work in the field of transport and trade facilitation to help developing countries link competitively and efficiently with global markets. The importance of trade logistics for growth and development cannot be overstated.

“A supportive transport and trade facilitation framework and efficient trade logistics services promote lower costs, increase trade volumes, attract foreign direct investment, and increase export capacities”.

These benefits have been particularly highlighted in the 2011 Review of Maritime Transport, which revealed that developing countries have made remarkable progress in international seaborne transport with their participation in global supply chains increasing significantly over recent years.

The Division’s contribution in the field of trade logistics aims to address the persistent and emerging challenges facing the transport and trade of developing countries, in particular the geographically disadvantaged and most vulnerable regions such as the landlocked developing countries (LLDCs), small island developing states (SIDS) and the least developed countries (LDCs). In 2011, areas of priority included among others, transport costs and their determinants, transit transport, access to efficient and reliable transport systems, energy efficiency and environmental sustainability in transport, impacts of climate change on transport and related adaptation requirements, transport law and regulatory framework underlying transport and trade, and implementation of trade facilitation reforms and customs automation.

Against this background and bearing in mind that a better integration of developing countries into the world economy and trading networks contributes to a large extent to the realization of broader development goals, the Division continued to carry out research and analytical work, develop and deploy technical assistance and capacity building initiatives as well as provide a forum for discussion and policy debate on a broad range of issues falling under its mandate on trade logistics.

HIGHLIGHTS

- Review of Maritime Transport in its 42nd year
- Transport Newsletter with over 3000 subscribers
- Advisory services on international transport, trade facilitation and substantive legal and policy related issues
- Support to the creation or strengthening of national trade facilitation working groups
- Assistance to G77 countries in developing their implementation capacity vis-à-vis multilateral and regional commitments in trade facilitation





C.1. TRANSPORT

1. Research and analysis

A. Review of Maritime Transport

More than 80 per cent of international trade in goods is carried by sea, and an even higher percentage of developing-country trade is carried in ships. The *Review of Maritime Transport* (RMT), an annual publication prepared by the Division on Technology and Logistics, is an important source of information on this vital sector. The RMT closely monitors developments affecting world seaborne trade, freight rates, ports, surface transport and logistics services as well as ship ownership, registration, control, fleet age, tonnage, supply and productivity. It contains a chapter on legal and regulatory developments and each year includes a special chapter analysing in depth, a selected topic. As proved by the results of the annual UNCTAD publications survey, this report is consistently amongst the highest rated. In 2011, the focus is on the participation of developing countries in different maritime businesses.

According to the 2011 RMT, the globalization of maritime businesses allows shipping companies to source from the most cost effective suppliers. This has led to the reduction of international transport costs, which directly benefits global merchandise trade. Since transport infrastructure and services provide physical access to global marketplaces and can determine the degree of participation or marginalization of countries in the global trading system, it is important that such issues are explored in depth. Developing countries have made remarkable progress in international seaborne transport -- as documented for more than 40 years by UNCTAD's annual *Review of Maritime Transport* (RMT). Developing countries' shipping no longer consists solely of raw materials exports to the developed world. Indeed the last decades have shown their increased participation in the global supply chain, which led to a surge in imports of primary and intermediary products.

The 2011 issue of the RMT highlighted in particular the recovery in world seaborne trade volumes, the reduction of international transport costs, the record deliveries of new tonnage, the highest indicators of maritime transport connectivity of Asian developing countries, the entry into force in September 2011 of the UNCTAD International Convention on Arrest of Ships, the participation of developing countries in the provision of shipping services, the continued limited capacity of least developed countries to participate fully in maritime businesses, the trade and transport efficiency developments and the inland transportation and infrastructure development (road, rail, and inland waterways), with a special focus on the Public-Private-Partnerships in railways systems.

As brought forward in this year's special chapter, developing countries are not only users of shipping services but increasingly also participate in their provision, the operation of seaports, and the construction of ships, containers and transport equipment. They already hold strong positions in ship scrapping (e.g. Bangladesh), ship registration (e.g. Panama) and the supply of seafarers (e.g. Philippines), and they have growing market shares in more capital-intensive or technologically advanced maritime sectors, such as ship construction and shipowning. China and the Republic of Korea between them built 72.4 per cent of world ship capacity (dwt) in 2010, and 9 of the 20 largest countries in shipowning in January 2011 are developing countries. Companies from Dubai, Hong Kong (China) and Singapore operate container terminals in many ports of the world, both in developing and in developed countries. Shipping companies from developed and developing countries alike increasingly rely on goods and services from developing countries to remain competitive. Already in the 1970s ship owners made use of open registries, enabling them to hire crews from countries with lower labour costs. In more recent decades, shipping companies

also started purchasing their vessels in ship yards from developing countries as vessels constructed in European or US ship yards would often be too expensive. Today, the globalization of maritime businesses allows shipping companies to source from the most cost effective suppliers. It has thus led to the reduction of international transport costs, which benefits global merchandise trade.

However, many least developed countries (LDCs) still do not have the ability to participate fully in the maritime businesses, which increasingly requires advanced technological capacities and the existence of industrial or service clusters.

B. Transport Newsletter

UNCTAD's quarterly *Transport Newsletter* provides updates on recent and upcoming transport and trade facilitation events and publications. Each issue of the Transport Newsletter features selected, topical articles and provides a forum for key players and other international organizations to share their views with UNCTAD's readership.

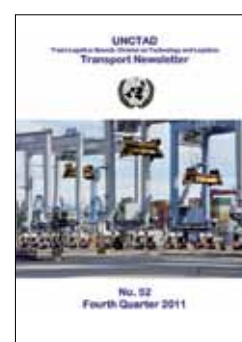
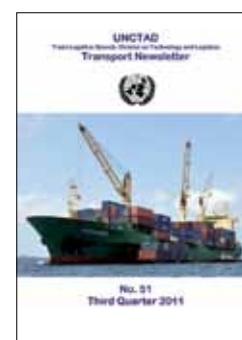
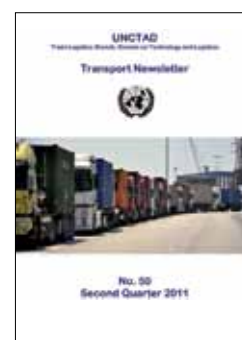
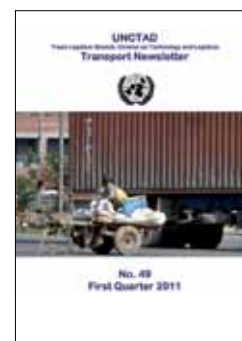
The Transport Newsletter is sent out electronically to a large and increasingly growing number of subscribers (about 3000). Subscription is free via www.unctad.org/transportnews.

C. Liner Shipping Connectivity Index

Liner shipping services form a global maritime transport network that caters for most of the international trade in manufactured goods. Thanks to regular container shipping services and transshipment operations in so-called hub ports, basically all coastal countries are connected to each other. The connectivity level of countries to this global network varies, and since 2004, the annual *Liner Shipping Connectivity Index (LSCI)* established by UNCTAD has captured trends and differences in countries' liner shipping connectivity. The LSCI covers 162 coastal countries and is made up of five components: (a) the number of ships, (b) their container carrying capacity, (c) the number of companies, (d) the number of services provided and (e) the size of the largest vessels that provide services from and to each country's

2011 issues of the Transport Newsletter have dealt with the following topics:

- Trends in liner shipping connectivity;
- Transporting refrigerated cargo;
- International transport and climate change;
- Public-Private Partnerships in transportation and trade;
- Regional initiatives in trade facilitation;
- Port reforms;
- Transit transport;
- Challenges facing least developed countries;
- Maritime cargo container scanning;
- UNCTAD's Port Training Programme;
- National and regional collaborative mechanisms in trade facilitation;
- Port capacity;
- Rotterdam Rules;
- 2004 Ballast Water Management Convention;
- Entry into force of the 1999 Convention on Arrest of Ships;
- Trade facilitation negotiations at the World Trade Organization.



seaports (sourced from Containerization International).

In July 2011, China continued to lead the LSCI ranking, followed by Hong Kong (China), Singapore and Germany. The best connected least developed country is Djibouti benefiting from recent port reforms and a geographical position next to major trade routes. Between 2010 and 2011, 91 countries increased their LSCI, 6 countries saw no change and 65 recorded a decrease.

With regard to LSCI components, in 2011 the industry continued to consolidate and the average number of companies per country decreased, while the average vessel size grew. While the use of larger vessels makes it possible to achieve economies of scale and thus reduce trade costs, the extent to which cost savings are passed on to importers and exporters depends on the level of competition among carriers. Many developing countries are confronted with the double challenge of having to accommodate larger ships while having access to fewer regular shipping services to and from a country's ports.

The world's busiest container ports are Shanghai, Hong Kong and Singapore, and Asian developing countries have the highest indicators of maritime transport connectivity, as captured by UNCTAD's LSCI. But while the consolidation of the services provided by the container ship-

Shipping connectivity is an important determinant of trade costs and understanding them allows policy-makers to improve their country's trade competitiveness. The choice of ports of call made by Carriers is determined by three main considerations: (a) the port's geographical position within the global shipping networks, (b) the port's captive cargo base (hinterland), (c) port pricing and the quality of services and of infrastructure.

ping industry achieved improved operational efficiency, it may have also entailed a loss in the negotiating powers for some players and resulted in less overall market efficiency for smaller trading nations. In July 2011 UNCTAD found that 35 coastal countries were served by three or fewer liner companies, compared to 25 countries just five years earlier, that means a 40 per cent increase in the number of countries.

2. Technical Assistance

UNCTAD continued its activities in capacity building programmes and training of delegates, students and representatives from the public and private sector in transport related issues. It also participated at regional conferences to advise on best practices in the field of transport and logistics. These meetings included among others: the 2nd Operational Meeting of the Parliamentary Assembly of the Mediterranean (PAM) Panel on External Trade and Investments in The Mediterranean, in May 2011; the Third Session of the UNECE Team of Specialists on Public Private Partnerships (PPPs) and the ECO Conference on Logistics and Transit Facilitation in the ECO Region in October 2011.

The Division carried out research on port performance measurement, private public partnership and railway efficiency to provide advisory services to its member countries in these fields. It also strengthened its network of relevant experts from the private and public sector. Project concepts were designed in these fields to help improve the overall efficiency of the transport networks in its member countries. The Division also participated as a peer reviewer of UNESCAP's Statistical Yearbook for Asia and the Pacific 2011 in an effort to ensure quality and relevance of this Yearbook.

The Division launched a new project in cooperation with the Palestinian Shippers' Council to facilitate transport and trade in Palestine. Several factors affect the competitiveness of shippers in the occupied Palestinian territories. UNCTAD

initiated its advisory services and a three-year project to strengthen the Palestinian Shippers' Council (PSC) was launched in May 2011 by UNCTAD and the PSC. The project is funded by the Canadian International Development Agency and aims to strengthen the capacity of the PSC to serve as focal point for the promotion of shippers' interests and facilitation of their trade and transport related activities. One output of the project is a client-orientated service portfolio for the PSC, developed with input from the shipping community. Interviews, workshops and questionnaire-based needs assessments have been carried out by the project team to identify the most critical services required by Palestinian shippers. These include research, policy advocacy, training, networking and strategic partnerships as well as legal advice.

3. Consensus-building

A. Multi-year Expert Meeting on Transport and Trade Facilitation

The fourth session of the Multi-year Expert Meeting on Transport and Trade Facilitation entitled "Transport and Trade Facilitation Challenges and Policy Options" took place in Geneva in December 2011 and covered the following two mandated topics:

- Measures and actions to optimize the contribution of investment, in particular private sector investment, in trade facilitation, with a particular focus on its impacts on international transport networks and on the efficiency of transport services and their contribution to trade facilitation. The meeting will also deal with the use of information and communication technologies in logistics, trade facilitation and supply chain security;
- Support to the implementation process of the Almaty Programme of Action, including the analysis of bottlenecks between landlocked and transit developing countries, and possible appropriate solutions to address

them, including best practices in the development and use of transport infrastructure, as well as the adoption of common standards, in landlocked and transit developing countries.

The Division produced the issues note for this session *Transport and Trade Facilitation Challenges and Policy Options*. The note discusses selected fundamental challenges that could undermine transport and trade, especially of developing countries and which call for attention and consideration. It also builds on lessons learned from the previous three sessions and reviews in separate chapters: recent developments and persistent challenges affecting international transport, with special emphasis on problems faced by land locked developing countries and foreseen challenges in implementing trade facilitation reforms and customs automation, including the share of the private sector in these endeavours. In its concluding part, the note signals out policy options to be adopted by relevant governments in selected areas and the role of UNCTAD and development partners can play in their adoption and implementation.

In their debates, experts highlighted the important work achieved through the different sessions of the Multi-year Expert Meeting on Transport and Trade Facilitation and called for the continuation of UNCTAD activities in these fields. Experts saw the need for UNCTAD to carry on activities within its traditional mandate on transport and trade facilitation, as well as to focus, in the future, on emerging issues, including sustainable transport development, impacts of climate change



on transport and transport costs and the need to address Customs automation and trade security needs through sophisticated information technologies.

C.2. TRADE FACILITATION

Throughout 2011, the WTO negotiations on trade facilitation continued, once again, to be among the most important features of international trade facilitation efforts. During the year, UNCTAD worked closely with various agencies such as the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), the United Nations Economic and Social Commission for Western Asia (UNESCWA) and the United Nations Economic Commission for Latin America and the Caribbean (ECLAC); regional organizations – Latin American Integration Association (ALADI), Organization of Eastern Caribbean States (OECS), Secretariat for Central American Economic Integration (SIECA), Economic Community of Western African States (UEMOA); and regional development banks – Asian Development Bank (ADB), African Development Bank (AfDB), Islamic Development Bank (IsDB) in order to find regional solutions to trade and transport facilitation challenges. It is also worth noting that UNCTAD has brought together key regional trade facilitation stakeholders in all of the G77 regional groups.

1. Research and analysis

In 2011, as part of its mandated work-programme in the field of trade logistics, the Division continued to carry out substantive research on a wide range of policy, legal and regulatory issues and related developments affecting the transport and trade of developing countries.

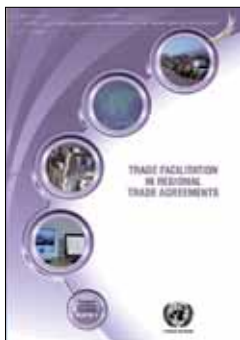
Virtually every trading nation is today involved in one or more Regional Trade Arrangements (RTAs). As of May 2011, around 489 RTAs, counting goods and services notifications separately, have been notified to the GATT/WTO. After several years of positive progress, the negotiations have reached the stage of a draft text for a future World Trade

Organization (WTO) trade facilitation agreement. Many see this agreement as a source of significant benefits to the world trading community and as a potentially significant outcome of an otherwise endangered WTO round. To this end, in November 2011 UNCTAD published a study entitled *Trade Facilitation in Regional Trade Agreements* which analyses customs and other trade facilitation measures contained in 118 regional trade agreements currently in force in Africa, Americas, Asia, Europe, as well as agreements concluded across other regions. These scrutinized provisions in RTAs refer to the publication and administration of trade-related rules, customs procedures, and freedom of transit.

2. Technical Assistance

At the same time, the Division carried out research on port performance measurement, private public partnership and railway efficiency to provide advisory services to its member countries in these fields. It also strengthened its network of relevant experts from the private and public sector. Project concepts were designed in these fields to help improve the overall efficiency of the transport networks in its member countries.

For many countries in Africa and Asia, especially the least-developed and geographically-disadvantaged landlocked countries, trade facilitation is critical. Thanks to funding received from the United Nations Development Account in August 2011, the UNCTAD project “Strengthening capacities of developing countries in Africa and Asia to support their effective participation in negotiating bilateral, regional and multilateral trade facilitation arrangements” is now under way. It will run over 32 months and will initially focus in greater depth on six countries: Tanzania, Uganda and Rwanda in East Africa, and Bangladesh, Nepal and Bhutan in South Asia, i.e. one transit and two landlocked countries in each region. In addition, Burundi and Kenya in East Africa, and India in South Asia, will be included in regional and inter-regional



activities. Furthermore, over the last few years, these countries have committed themselves to an increasing number of bilateral, regional and multilateral trade facilitation initiatives. The effective management of these commitments and ensuring their alignment with national development objectives, are critical to the success of trade facilitation.

A. Advisory services

In 2011 the Division also continued to provide support to Geneva-based delegations by providing advice on substantive issues of the trade facilitation negotiations, including transit and general aspects of the WTO negotiating process. Moreover, capacity building programmes and training was undertaken for delegates, students and representatives from the public and private sector and advice on best practices was given at regional conferences in the field of trade facilitation (see examples mentioned on page 27).

B. National trade facilitation projects

In 2011, UNCTAD continued to provide advisory services to the Government of Pakistan, under the World Bank financed Trade and Transport Facilitation Project II, in the area of trade and transport facilitation. An on-going activity under the project is to provide ad-hoc support to the Pakistan Mission in Geneva in the WTO trade facilitation negotiations. UNCTAD provided technical assistance in the alignment of trade documents to the United Nations Layout Key; and support for implementation of the Afghanistan Pakistan Transit Trade Agreement (APTTA). A study has been carried out to strengthen the National Trade and Transport Facilitation Committee in line with international best practices, and another on the disposal of abandoned cargo. A study on the preparedness of Pakistan for achieving compliance with the WTO future Trade Facilitation Agreement has been undertaken and this would feed into the review and updating of the national trade facilitation strategy.



National trade facilitation project in Islamabad, Pakistan.

3. Consensus Building

A. Ad-Hoc expert meeting Trade Facilitation in Regional Trade Arrangements

Consensus-building is an imperative constituent of UNCTAD's work. The Division held an Ad-Hoc Expert Meeting entitled "Trade Facilitation in Regional Trade Arrangements" in Geneva in 30-31 March 2011. The objective of this meeting was to seek the guidance from experts on what the role of UNCTAD could be in assisting developing countries in ensuring coherence between regional and multilateral trade facilitation commitments. The meeting examined the following issues: (a) whether and which of the trade facilitation measures arising from the multiple memberships of developing countries in various regional trade arrangements are discriminatory; and (b) the degree of convergence of these regional trade facilitation measure, with the relevant existing and future multilateral rules under the WTO.

The primary target audience of the expert meeting were policy makers and negotiators involved in negotiating; customs experts involved in implementing regional trade arrangements and the WTO agenda. The main theme of this meeting focused on assisting developing countries in ensuring coherence between regional and



Ad-hoc expert group meeting at UNCTAD.

multilateral trade facilitation commitments. The meeting pointed to potential problems that developing countries may face in the event that they do not harmonize their trade facilitation measures at the regional level and under the new trade facilitation agreement at the WTO.

B. Partnerships and collaboration

Trade facilitation is one area of the WTO Doha Development Round in which significant progress has been made towards the draft text for a future multilateral WTO Trade Facilitation Agreement. Under the framework of the Doha Development Agenda (DDA), and since 2004, the Members of the World Trade Organization (WTO) have been engaged in negotiations of multilateral trade facilitation rules, which would clarify and improve existing Articles V, VIII and X of the General Agreement on Tariffs and Trade 1994 (GATT).

C.3. POLICY AND LEGISLATION

1. Research and analysis

UNCTAD as part of its mandated work-programme in the field of trade logistics, continued to carry out substantive research on a number of policy, legal and regulatory developments affecting the trade and transport of developing countries. These include in particular, developments in relation to international conventions, rules and standards in the fields of commercial law and commercial transport law; developments in international seaborne trade; environmental challenges in the field of transportation, including also the implications of climate change for transportation; supply chain security; as well as the nexus between energy security, oil prices and transport costs. Relevant information is disseminated through inter alia, the RMT 2011 and the quarterly *Transport Newsletter* as well as through substantive analytical reports.

For instance, the first chapter of the RMT 2011 provided an overview of developments in seaborne trade and consid-

ered some key developments that have a bearing on international shipping and seaborne trade. It highlighted key factors that are currently reshaping the global transport landscape, including in particular, (a) the uncertainty of the economic and trade recovery and the financial turmoil threatening the prospects of international seaborne trade and shipping; (b) the shift in global economic influence and its implications for the geography of trade and freight transport; (c) climate change impacts on transport and related adaptation requirements, and, (d) maritime security, in particular maritime piracy which undermines the performance of strategic transit points such as the Suez Canal and raises trade costs; and, (e) energy security and related implications for oil prices and transport costs and trade.

In addition, chapter 5 of the RMT 2011 provided a detailed overview of two significant legal developments that may be of particular interest to the international shipping and trading community, namely, (a) the entry into force of the International Convention on Arrest of Ships, which had been adopted at a 1999 joint United Nations-International Maritime Organization (IMO) diplomatic conference under the auspices of UNCTAD, and (b) important discussions at IMO regarding the scope and content of a possible international regime to control greenhouse gas emissions from international shipping.

Potential exposure to oil pollution incidents is of particular concern for coastal developing countries and small island developing states (SIDS) with economies heavily dependent on fisheries and tourism. The international legal framework concerning oil-pollution from tankers is very robust and provides significant compensation for loss due to oil pollution incidents. Thus, ratification of the latest relevant legal instruments may offer significant benefits to coastal developing states that are potentially vulnerable to ship-source oil-pollution.

Climate change threatens to undermine the integrity and the performance of ports, the crucial links in the supply

chain at the heart of globalization and international trade. Climate change-associated risks, vulnerabilities and costs can be potentially considerable, in particular for developing nations with low adaptive capacity, including the LDCs and SIDS. With SIDS being sea-locked, climatic factors that may severely impact coastal transport infrastructure and services pose particularly serious threats to economic development prospects. It is therefore important that transportation policy makers, planners and industry stakeholders develop a good understanding of the issues at stake, so as to be able to integrate relevant considerations into their decision making processes, with a view to reducing the long-term impacts and costs associated with climate change.

Against this background, work on research and analytical work on climate change implications for international transport and related adaptation needs continued in 2011. Insight gained from work carried out so far has been reflected for example, in relevant parliamentary documentation prepared during the year as well as in chapters 1 and 5 of the RMT 2011. In addition to the activities set out above, some of these substantive issues emerging as important for transport and trade have also been explored in further detail at the fourth session of the UNCTAD Multi-year Expert Meeting on Transport Facilitation held in December 2011.

2. Technical assistance

In 2011, the Division continued to provide advice and policy guidance in response to requests received from various governmental and intergovernmental entities as well as non-governmental organizations. Areas of focus included substantive legal issues and international legal instruments, including (a) Rotterdam Rules, 2008; (b) the International Convention on Arrest of Ships, 1999; (c) Bills of Lading; (d) Charter Parties; (e) International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004; (f) IMO Codes for the Safe Car-

riage of Goods by Sea; and (g) status of United Nations Conventions. Policy-related information and input were also provided upon request to other United Nations bodies, research consultancies, as well as firms and industry associations, including in relation to (a) international seaborne trade data and supporting documentation and information; (b) sustainable marine eco-tourism; and, (c) sustainability in shipping and transport, challenges and opportunities and the role of the Danish maritime industry.

3. Consensus-Building

A. Ad-Hoc Expert Meeting on Climate Change Impacts and Adaptation: A Challenge for Global Ports

Against a background of growing concerns over the potentially important impacts of climate change on international transport and trade, UNCTAD, in 2011, also convened an Ad Hoc Expert Meeting with a focus on "Climate Change Impacts and Adaptation: A Challenge for Global Ports". Held in September 2011, it built upon earlier related activities of the UNCTAD secretariat, including the first session of the 2009 Multi-year Expert Meeting on Transport and Trade Facilitation which focused on "Maritime Transport and the Climate Change Challenge", and the 2010 Joint UNECE-UNCTAD Workshop on "Climate Change Impacts on International Transport Networks" (see www.unctad.org/ttl/legal under "Meetings and Events").

Participants included policy makers and planning authorities, port and shipping industry representatives, relevant intergovernmental and non-governmental organizations, scientists and engineers.

Experts stressed the need for more awareness-raising about the complex implications of climate change on ports and related transport networks, including port hinterland connections and cities and for more relevant data at the local and regional level for the design of relevant and appropriate adaptation measures.



Some of the key concrete next steps that emerged from the discussions included (a) the establishment of a neutral web-based platform for participants at the Ad Hoc Expert Meeting to provide continuity to the deliberations, as well as share studies, research, data, and information; and (b) the preparation by experts of a joint academic paper on the subject which would draw from a diverse range of complementary areas of expertise and knowledge. Experts highlighted the need for further dialogue and cooperation, including between UNCTAD and other relevant organizations, in particular the World Meteorological Organization and the UNECE. (Further information on the meeting can be found at www.unctad.org/ttl/legal under "Meetings and Events").

B. Cooperation

The Division, as part of its work in the field of trade logistics and, as appropriate, cooperates with other international organizations, including through information sharing, participation in meetings and

provision of substantive inputs into documents and publications. In 2011, the Division cooperated among others with IMO and the United Nations Economic Commission for Europe (UNECE). With regard to the latter, there was a participation in both the first and second sessions of the newly established UNECE Expert Group on Climate change impacts and adaptation for international transport network, held in 2011. UNCTAD also contributed substantively to other relevant UNECE meetings under the auspices of the Inland Transport Committee, in particular the Working Party on Intermodal Transport, where UNCTAD provided written input on legal matters for consideration at the informal UNECE Expert Group on the Rotterdam Rules. In 2011, UNCTAD also provided substantive input on international shipping and seaborne trade into the 2012 edition of the joint United Nations the Department of Economic and Social Affairs (UN DESA) and UNCTAD World Economic Situation and Prospects (WESP).

CUSTOMS MODERNIZATION AND AUTOMATION - ASYCUDA



A mandate was given at UNCTAD–XII on an automated system for customs data:

“UNCTAD should continue to provide assistance to developing countries to design and implement policies and actions aimed at improving the efficiency of trade transactions as well as the management of transport operations. It should also continue to cooperate with member States in implementing ASYCUDA, the automated system for customs data”

(Accra Accord, para. 167).



The **UNCTAD Automated System for Customs Data (ASYCUDA)** is a customs management system for international trade and transport operations in a modern automated environment. Advanced software applications are designed and developed for customs administrations and the trade community to comply with international standards when fulfilling import, export and transit related procedures, from (and prior to) the arrival of the goods, up to their ultimate release for home use after payment of duties and taxes. The system includes advanced risk-management/selectivity capabilities and very strong anti-corruption features.

Through its ASYCUDA programme, and in line with the mandate stemming from UNCTAD XII (paragraph 167 of the Accra Accord) the Division aims at:

- Modernizing customs operations and helping to improve revenue collection;
- Facilitating trade efficiency and competitiveness by substantially reducing transaction time and costs;
- Improving security by streamlining procedures of cargo control, transit of goods and clearance of goods;
- Helping fight corruption by enhancing the transparency of transactions; and
- Promoting sustainable development by cutting down on the use of paper.



UNCTAD's competency in the complex area of customs automation is internationally well recognized. The ASYCUDA system is implemented in the beneficiary countries in the framework of a technical assistance project that provides the delivery of a comprehensive package including software, documentation, technical and functional expertise and capacity building. In the course of the implementation of this technical assistance project the training activities are of paramount importance to ensure the full transfer of ASYCUDA "know-how" to the national staff, in order to allow the national team to independently administrate and maintain, in the long term, an Automated System for Customs Data, without the need of external technical assistance and support.



HIGHLIGHTS

- Largest UNCTAD technical assistance programme
- Over 90 countries use ASYCUDA system
- Implemented in 38 LDCs
- 289 training sessions on know-how and capacity-building transfer
- ASYCUDA World Report
- 2 annual newsletters



A. System developments

In 2011, the Geneva-based ASYCUDA Central Team continued undertaking research and analysis activities on the system's functionality in order to embrace the concept of Single Window (SW) for International Trade. The SW will allow the connection of Other Government Agencies (OGAs) to the Customs system for the electronic exchange of data and the common processing of documents, setting the basis for the implementation of e-customs and e-government. The SW will also be accessible to the trade community in order to create a paperless environment.

In this regard a project is being implemented with the Ministry of Agriculture of the Kingdom of the Netherlands for the development of a module for the management of phyto sanitary Certificates and their control through the ASYCUDA System at Export. This module is planned to become live in Ethiopia during the first half of 2012.

Some countries have already started the process for the implementation of SW by extending the use of ASYCUDA beyond the scope of Customs operations in order to handle other governmental functions and to integrate these with the Customs system. This happens for example in Albania where a module for the management of excises is under development, or in Rwanda where the migration to the latest version of the ASYCUDA system will be accompanied by the computerization of five other administrative departments. Following the request of the user countries this trend is being made more general in future projects.

A project that was signed with the International Road Union (IRU) for enhancing the functionality of the system for the management of the international transit under TIR Carnet is now operational in Moldova. The electronic exchange of data aims at automating the lodgement of pre-arrival information (Electronic Pre Declaration) and discharge information for the TIR carnets (SAFETIR messages)

thus facilitating and speeding the release of transit guarantees.

B. Impact of ASYCUDA

The impact of the ASYCUDA projects can be assessed by various institutional and trade facilitation benchmarks, including increased revenue, improved trade facilitation, shorter clearance times and availability of timely and reliable trade statistical data. The continuous enforcement of the Customs and related legislation nationwide and the automatic calculation of duties and taxes result in the increase of State budget revenue, while reliable and timely trade and fiscal statistics assist Governments in planning their economic policy. It is likely that ASYCUDA's latest version of the system will have a major impact on e-business and e-government transactions, making international trade simpler and cheaper, while making international markets more accessible to enterprises from developing countries. It is important to note that the willingness to change and the commitment and full support from the highest Governmental authorities are instrumental to the success of the Customs modernization projects.

1. Technical assistance

In 2011 the Geneva-based ASYCUDA Central Team continued to provide remote technical assistance and support under the guidance of a Project Officers Manual that was developed by the ASYCUDA Programme in 2010. This was done online and through mail, telephone and other for system maintenance as well as in the field for implementation of new releases; adaptation to new hardware or software; improvement of functionalities and more. More than 400 missions were undertaken by staff or consultants (training excluded). In the spirit of South-South cooperation, more than 60 per cent of these missions were carried out by experts from ASYCUDA-user countries.

Regarding the transfer of "know-how" and capacity-building, 2011 saw multiple ASYCUDA training sessions being held worldwide at the national

and regional levels on customs and IT matters. The functional courses covered mainly selectivity and risk-management, Customs valuation and implementation of transit while the ICT courses focused on database structure and administration, information exchange and telecommunications, web technology and ASYCUDA maintenance and development. Several training sessions were held in the ASYCUDA Centre of Excellence located in AQABA, in the Kingdom of Jordan.

A. National and regional projects and activities

In 2011 there were more than 58 ASYCUDA operational technical assistance projects, including 14 regional/inter-regional projects.

The last countries using ASYCUDA version2 have now migrated to ASYCUDA++ or directly to the latest version of the ASYCUDA system, bringing to a close the first long era of ASYCUDA version2 projects that have lasted for thirty years. Activities for the implementation of the migration to the latest version of the ASYCUDA system continued in Afghanistan, Botswana, Cameroon, the Gambia, Guinea, Guinea-Bissau, Malawi, Nigeria and Sierra Leone.

The latest release of the system is at present operational in Albania, Cambodia, Côte d'Ivoire, Curacao, Dominica, Georgia, Haiti, Jordan, Lebanon, Moldova, Nicaragua, Palestine, St Lucia, Trinidad and Tobago and Zimbabwe which cover the full Customs clearance process. Implementation activities for this latest version of ASYCUDA (prototype building, roll-out, system consolidation, system extension) started or continued in Anguilla, Belize, Caribish Nederland, Republic of Congo, Djibouti, El Salvador, Gibraltar, Grenada, Iran, Kosovo, Liberia, Libya, Mali, Montserrat, Rwanda, Sao Tomé and Príncipe, Sri Lanka, Sudan, Tunisia, Turks and Caicos Islands and Venezuela.



IT and Keyboard training for Customs Officers in Afghanistan.

Projects were signed for the migration to the latest version of the ASYCUDA system in Afghanistan, Cameroon, the Democratic Republic of the Congo and Suriname. For instance, the objectives of the project in Afghanistan will be to roll out ASYCUDA ++ in all Customs offices to ensure full coverage and to progressively migrate to the latest version of the ASYCUDA system in order to enhance the use of risk management and more globally, enhance the capabilities of the Afghan Customs department.

In the Asia & Pacific region, activities were focused on the live deployment of the latest version of the ASYCUDA system in Lao People's Democratic Republic and Sri Lanka. Concurrently the Regional Office in Kuala Lumpur continued to provide technical support to other ASYCUDA user countries in the region to promote the work of the ASYCUDA programme and to maintain its online presence. Backstopping to the Pacific sub-region was delivered through the ASYCUDA Support Mechanism for the Pacific (ASMP) based in Fiji which has now celebrated its 10th anniversary.



ASYCUDA in Haiti.

Reform by Rwanda revenue authority reforms facilitate doing business in Rwanda

Rwanda is considered to be one of the most improved business reformers over the past five years. For instance, after leading the 2010 list of reformers of the World Bank's Doing business rankings in 2010 amid a global economic recession, and its rapid increase over the past five years where the East African country has jumped another 12 places to end up on the 58th place in the 2011 index, reports ascertain that consistent improvements in Rwanda have shown "that this was not a one-time effort and that the changes introduced were substantial."



Rwanda has earmarked trade facilitation as one of the major areas on which the 2011 - 2016 East African Community Development Strategy should focus. In his speech at the East African Community Affairs' Development Strategy workshop, the Rwandan Director of Strategy and Policy Research said that "... the country wishes to see consolidation of the Customs Union and the removal of non-tariff barriers as soon as possible and has experimented meteoric rise through the rankings last year, moving from 143 to 70 to top of the World's Bank 2010 list of the world's most improved business reformers. Today's rankings follow the recognition in the recent Transparency International 2010 Corruption Perceptions Index that Rwanda is the most improved country in the world for anti-corruption measures...."

The Rwanda Economic Update reports and synthesizes key economic developments in the past six months in Rwanda's economy. It places them in a medium-term and regional context, and assesses the implications of these developments and policies for the outlook of Rwanda's economy.

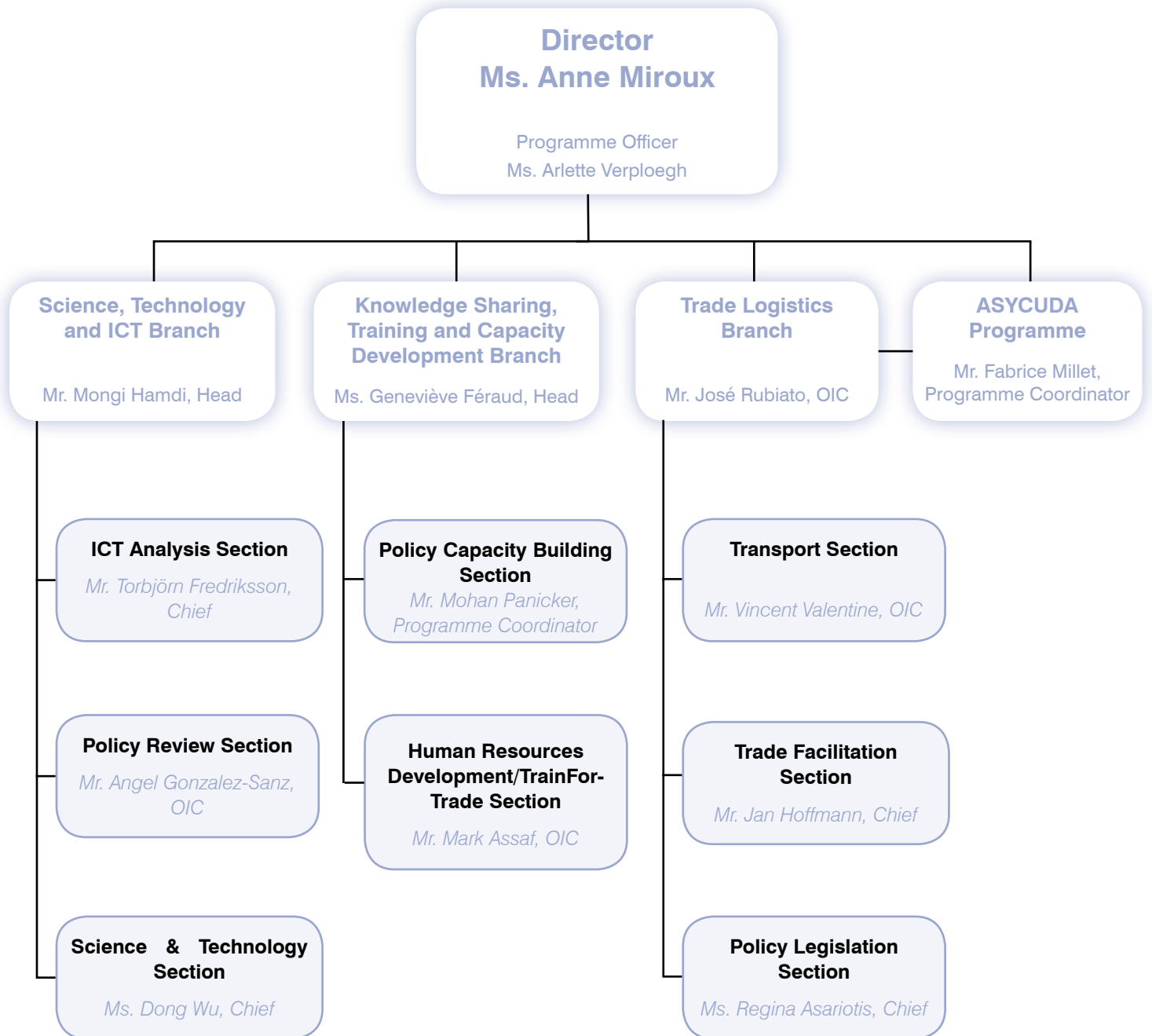
Executive Directors of the IMF commended the Rwandan authorities for satisfactory implementation of the economic program supported under the PSI. Countercyclical fiscal and monetary policies helped to mitigate the impact of the global economic downturn and contributed to a rebound in economic activity.

In a bid to reduce the costs of doing business, the Rwanda Revenue Authority (RRA) continues to introduce various tax reforms that significantly ease the process of doing business in the country. Some important reforms that have allowed Rwandans achieve such results, are related to trade facilitation and improvement of revenue collection, and include:

- Introduction of electronic cargo scanners at Gatuna, Rusumo border posts and at Gikondo-MAGERWA dry port that have reduced clearance time and eased Customs inspections;
- Adaptation of ASYCUDA functionalities to allow automatic payment of Customs declarations, linking ASYCUDA and taxpayers' accounts. The system has been tested with two important commercial banks (BK and ECOBANK) and currently is being proposed to other financial institutions;
- Introduction of Electronic Single Window to allow all parties involved in trade and transport to lodge standardized information and documents with a single entry point. This provides single interface for Business and links all Agencies to one System this facilitates procedures for issuance of permits from controlling Agencies hence reduces time and cost in clearance process.

UNCTAD

Division on Technology and Logistics



ANNEX List of DTL publications over the period 2008–2011

A. Flagship reports

On science, technology and information and communication technologies:

- Technology and Innovation Report 2011: Powering development with renewable energy technologies (Symbol UNCTAD/TIR/2011)
- Technology and Innovation Report 2010: Enhancing food security in Africa through science, technology and innovation (Symbol UNCTAD/TIR/2009)
- Information Economy Report 2011: ICTs as Enabler for private sector development (Symbol UNCTAD/IER/2011)
- Information Economy Report 2010: ICTs, enterprises and poverty alleviation (Symbol UNCTAD/IER/2010)
- Information Economy Report 2009: Trends and Outlook in Turbulent Times (Symbol UNCTAD/IER/2009)
- Information Economy Report 2007-2008 – Science and technology for development: the new paradigm of ICT (Symbol UNCTAD/SDTE/ECB/2007/1)
- Information Economy Report 2007-2008 – Overview (Symbol UNCTAD/SDTE/ECB/2007/(Overview))

On trade logistics:

- Review of Maritime Transport 2011 (Symbol UNCTAD/RMT/2011)
- Review of Maritime Transport 2010 (Symbol UNCTAD/RMT/2010)
- Review of Maritime Transport 2009 (Symbol UNCTAD/RMT/2009)
- Review of Maritime Transport 2008 (Symbol UNCTAD/RMT/2008)

B. Non-recurrent publications

On science, technology and information and communication technologies:

- Framework for Science, Technology and Innovation Policy Reviews: Helping Countries leverage knowledge and innovation for development (Symbol UNCTAD/DTL/STICT/2011/7)
- Science, Technology and Innovation Policy Review of El Salvador (Symbol UNCTAD/DTL/STICT/2011/4)
- Science, Technology and Innovation Policy Review of Peru (Symbol UNCTAD/DTL/STICT/2010/2)
- Science, Technology and Innovation Policy Review of Ghana (Symbol UNCTAD/DTL/STICT/2009/8)
- Science, Technology and Innovation Policy Review of Lesotho (Symbol UNCTAD/DTL/STICT/2009/7)
- Science, Technology and Innovation Policy Review of Mauritania (Symbol UNCTAD/DTL/STICT/2009/6)
- Science, Technology and Innovation Policy Review of Angola (Symbol UNCTAD/SDTE/STICT/2008/1)
- UNCTAD Current Studies on applying a Gender Lense to Science, Technology and Innovation (Symbol UNCTAD/DTL/STICT/2011/5)
- UNCTAD Current Studies on implementing WSIS Outcomes: Experience to Date and Prospects for the Future (Symbol UNCTAD/DTL/STICT/2011/3)
- UNCTAD Current Studies on water for food: Innovative water management technologies for food security and poverty alleviation (Symbol UNCTAD/DTL/STICT/2011/2/Rev.1)
- UNCTAD Current Studies on financing ICT for development (Symbol UNCTAD/DTL/STICT/2009/5)
- UNCTAD Current Studies on green and renewable energy technologies for rural development (Symbol UNCTAD/DTL/STICT/2009/4)
- ICT Policy Review of Egypt (Symbol UNCTAD/DTL/STICT/2011/6)
- Measuring the Impacts of Information and Communication Technology for Development (Symbol UNCTAD/DTL/STICT/2011/1)
- Study on prospects for harmonizing cyberlegislation in Central America and the Caribbean (Symbol UNCTAD/DTL/STICT/2009/3)
- Study on prospects for harmonizing cyberlegislation in Latin America (Symbol UNCTAD/DTL/STICT/2009/1)

ANNEX II List of DTL publications in the biennium 2008–2011 (continued)

- WSIS follow-up Report 2008 (Symbol UNCTAD/DTL/STICT/2008/1)

On trade logistics:

- Trade Facilitation in Regional Trade Agreements (Symbol UNCTAD/DTL/TLB/2011/1)
- Reflections on a future trade facilitation agreement (Symbol UNCTAD/DTL/TLB/2010/2)
- Technical notes on trade facilitation measures (Symbol UNCTAD/DTL/TLB/2010/1)
- The development of transit ports affecting LDCs (Symbol UNCTAD/DTL/TLB/2009/3)
- Maritime freight rates and oil prices: an empirical investigation (Symbol UNCTAD/DTL/TLB/2009/2)
- Maritime Transport and the Climate Change Challenge (Symbol UNCTAD/DTL/TLB/2009/1)
- Trade facilitation opportunities for land-locked and transit developing countries (Symbol UNCTAD/DTL/TLB/MISC/2008/2)

C. Technical and Information material

- Division on Technology and Logistics Activity report 2011 (Symbol UNCTAD/DTL/2012/1)
- Division on Technology and Logistics Activity report 2010 (Symbol UNCTAD/DTL/2011/1)
- Division on Technology and Logistics Activity report 2009 (Symbol UNCTAD/DTL/2010/1)
- Division on Technology and Logistics Activity report 2008 (Symbol UNCTAD/DTL/2009/1)

On science, technology and information and communication technologies:

- Manual for the Production of Statistics on the Information Economy - 2009 Revised Edition (Symbol UNCTAD/SDTE/ECB/2007/2/Rev.1)
- Flyer: Science, Technology and innovation review series (Symbol UNCTAD/DTL/STICT/2009/Misc/2009/9)
- Flyer: Building a legal framework for the information economy (Symbol UNCTAD/SDTE/STICT/MISC/2008/2)
- Flyer: Partnership on Measuring ICT for Development (Symbol UNCTAD/SDTE/STICT/MISC/2008/1)

On cross divisional capacity building:

- Mapeamento da situação do turismo na República de Angola – Província de Benguela (Symbol UNCTAD/DTL/KTCD/2011/1)
- “O quadro jurídico do investimento privado na República de Angola” (Symbol UNCTAD/DTL/KTCD/2010/1)
- Capacity-building for Trade and Development Flyer (Symbol UNCTAD/DTL/KTCD/Misc/2009/8)
- Building Knowledge and Skills on Trade-Related Policies through Training Courses for Developing Country Officials, Report of the 7th Advisory Group on the Strengthening of Training Capacities and Human Resources Development (Symbol UNCTAD/DTL/KTCD/Misc/2009/7)
- UNCTAD and e-Learning Initiatives, Report of the 6th Advisory Group on the Strengthening of Training Capacities and Human Resources Development (Symbol UNCTAD/DTL/KTCD/Misc/2009/5)
- Brochure for Course on Key issues on the International Economic Agenda (Symbol UNCTAD/DTL/KTCD/2008/4/Add.1)
- Capacity building through human resource development (Symbol UNCTAD/DTL/KTCD/2008/1)
- HRD/TrainForTrade Brochure (Symbol UNCTAD/DTL/NTTC/2008/1)

On trade logistics:

- ASYCUDA World Report (Symbol UNCTAD/WEB/DTL/ASYCUDA/2011/1)
- ASYCUDA Newsletter No. 4 December 2011, Web-based (Symbol UNCTAD/WEB/DTL/ASYCUDA/2011/2)
- ASYCUDA Newsletter No. 3 July 2011, Web-based (Symbol UNCTAD/WEB/DTL/ASYCUDA/2011/1)
- ASYCUDA Newsletter No. 2 December 2010, Web-based (Symbol UNCTAD/WEB/DTL/TLB/2011/1)
- ASYCUDA Newsletter No. 1 July 2010, Web-based (Symbol UNCTAD/WEB/DTL/TLB/2010/2)

ANNEX II List of DTL publications in the biennium 2008–2011 (continued)

- Brochure on Transport Newsletter, (Symbol UNCTAD/WEB/DTL/TLB/MISC/2011/3)
- Transport Newsletter No 52 (fourth quarter 2011), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2011/5)
- Transport Newsletter No. 51 (third quarter 2011), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2011/4)
- Transport Newsletter No. 50 (second quarter 2011), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2011/3)
- Transport Newsletter No. 49 (first quarter 2011), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2011/2)
- Transport Newsletter No 48 (fourth quarter 2010), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2010/5)
- Transport Newsletter No. 47 (third quarter 2010), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2010/4)
- Transport Newsletter No. 46 (second quarter 2010), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2010/3)
- Transport Newsletter No. 45 (first quarter 2010), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2010/1)
- Transport Newsletter No. 44 (fourth quarter 2009), Web-based (UNCTAD/WEB/DTL/TLB/2009/3)
- Transport Newsletter No. 43 (first & second quarter 2009), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2009/2)
- Transport Newsletter No. 44 (second quarter 2009), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2009/3)
- Transport Newsletter No. 42 (first quarter 2009), Web-based (Symbol UNCTAD/WEB/DTL/2009/1)
- Transport Newsletter No. 41 (fourth quarter 2008), Web-based (Symbol UNCTAD/WEB/DTL/2008/2)
- Transport Newsletter No. 40 (third quarter 2008), Web-based (Symbol UNCTAD/WEB/DTL/TLB/2008/1)
- Transport Newsletter No. 38 (first quarter 2008), Web-based (Symbol UNCTAD/SDTE/TLB/MISC/2008/1)
- Transport Newsletter No. 39 (second quarter 2008), Web-based (Symbol UNCTAD/DTL/TLB/MISC/2008/1)

D. Websites

- Division on Technology and Logistics at <http://www.unctad.org/dtl>

