

# UNCTAD Transport Newsletter

No. 30  
Fourth Quarter 2005



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## NOTE

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UNCTAD/SDTE/TLB/MISC/2005/6

Published by the  
United Nations Conference on Trade and Development (UNCTAD)  
Trade Logistics Branch, SITE  
Palais des Nations  
Geneva  
[www.unctad.org](http://www.unctad.org)

## Editorial

Dear readers:

Trade and transport facilitation and development mutually benefit each other. Many facilitation measures make a positive contribution to development. In turn, financial, technical, human and institutional capacities are part of the overall stage of development that benefit the implementation of specific trade and transport facilitation instruments (page 4).

This issue of the Transport Newsletter includes introductions to several publications, including the UNCTAD Review of Maritime Transport (page 6), Technical Notes on Trade Facilitation (page 8), a book on Transport Logistics (page 12) and a UN-ECLAC publication on coastal shipping in Central America (page 12).

We also present various initiatives that aim at promoting trade facilitation, including a UN-ECE symposium on single window standards and interoperability (page 9), UN-ESCAP's ARTNet (page 9), the Trade Facilitation Alliance (page 11) and the regular featured topic of the Global Facilitation Partnership GFP (page 10).

Finally, please note a vacancy at UNCTAD's Trade Logistics Branch. Deadline for applications is 10 February 2006 (page 13).

For feedback, comments, and suggestions for our next UNCTAD Transport Newsletter (First Quarter 2006), please contact Jan Hoffmann at [jan.hoffmann@unctad.org](mailto:jan.hoffmann@unctad.org) before March 2006.

With our best wishes for a happy and successful 2006,

The Trade Logistics Branch Team

Geneva, December 2005

## Subscriptions

To subscribe or unsubscribe to the UNCTAD Transport Newsletter, please use the following on-line form: <http://extranet.unctad.org/transportnews>.

For past issues of the Transport Newsletter, please visit [www.unctad.org/transportnews](http://www.unctad.org/transportnews).

## Trade and Transport Facilitation and Development

The direct gains from trade and transport facilitation have long been substantiated by several national and international studies. Already in 1994, UNCTAD reported on the documentation costs and their bearing on the end cost of a product amounting to 3.5 to 7 per cent of the value of trade goods.<sup>1</sup> An OECD (2003) literature review on gains from trade facilitation suggests that such gains range between 0.04 per cent and 2.3 per cent of GDP while the reduction in trade costs vary between 0.21 per cent and 10 per cent. The study estimates welfare gains equivalent to 0.13 per cent of GDP with a conservative assumption of a 1 per cent reduction in trade transaction costs; the larger gains are estimated for developing countries.<sup>2</sup> The World Bank report on Global Economic Prospects 2004 suggests that enhancing capacity in global trade facilitation would increase world trade of manufactured goods by approximately \$377 billion – an increase of about 9.7 per cent.<sup>3</sup> UNCTAD's recently launched Trade and Development Index 2005 highlights that transport infrastructure and macroeconomic stability are important elements of supply capacity at the early stage of development of the external sector.<sup>4</sup> It is also suggested that it is desirable to anticipate adjustments in a number of ways, including by providing transport infrastructure and trade facilitation.

A country's external sector is its link to global trade and transport networks services. These services require an environment facilitating trade and transport. Therefore, national development strategies encompassing the promotion of foreign trade and trade competitiveness should rely on trade facilitation measures.

Most facilitation measures have a direct bearing on trade efficiency and an indirect effect on the efficiency of human resources, regulatory and institutional frameworks, infrastructure and equipment, and information and communication technologies (ICTs). In turn, the implementation of trade facilitation measures will be easier in more developed economies.

Many trade and transport facilitation measures would prove more effective if they are supported by the use of ICTs. Measures such as customs automation, cargo tracking, or electronic single windows require adequate computer equipment, communication infrastructure and human capacity to operate ICTs. In turn, the introduction of these trade facilitation measures may also encourage the use of ICTs in other sectors of the economy. For instance, the introduction of an electronic single window in Guatemala has fostered the use of computers and Internet among smaller and medium-sized national traders.<sup>5</sup>

Similarly, an adequate and functioning national financial system is important for the implementation of customs guarantee systems. Many developing transit countries, for example, have only inadequate customs guarantee systems to facilitate the movement of transit cargo from and to their landlocked country neighbours. Technical and financial assistance to establish such guarantee systems might also benefit other areas of the existing fiscal system or of the insurance industry sector. By the same token, the introduction of more transparency in customs procedures is an important element of good governance that may benefit other public institutions. Equally, it is known that effective communication channels between traders, service providers and public sectors may help create trade and transport facilitation platforms,

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<sup>1</sup> "Saving one hundred billion dollars annually by the year 2000", United Nations International Symposium on Trade Efficiency, Columbus, Ohio, Fact Sheet # 5, UNCTAD, 1994.

<sup>2</sup> "Quantitative Assessment of the Benefits for Trade Facilitation", OECD TD/TC/WP(2003)31, Paris, 2003.

<sup>3</sup> "Global Economic Prospects", World Bank, Washington, 2004.

<sup>4</sup> "Developing Countries in International Trade 2005", UNCTAD/DITC/TAB/2005/1, Geneva, 2005.

<sup>5</sup> "The Establishment and Operation of an Electronic Single Window: Case Study of Guatemala", UNCTAD/SDTE/TLB/MISC/2004/5, UNCTAD, Geneva, 2004.

just as the creation of such platforms may, when successful, turn into communication means between stakeholders, on issues different from trade facilitation.

These examples show that trade and transport facilitation cannot be considered in isolation from a country's overall development. Facilitation indicators such as customs clearance times and the number of required documents and signatures are closely related to development indicators such as per-capita income (see table 1). While it can safely be assumed that shorter times and fewer documents or signatures for customs clearance make a positive contribution to a country's trade competitiveness, it seems that developing countries may find it more difficult to implement the necessary measures to achieve fast clearance and to simplify procedures and documents.

**Table 1: Correlation between trade facilitation indicators and income levels**

Income level of countries	Average clearance time in days	Average number of required documents	Average number of required signatures
Rich	16	7	4
Upper-middle	28	10	9
Lower-middle	40	12	16
Poor	61	13	28

*Source: Marc Juhel, World Bank, presentation made during UNCTAD "Expert Meeting on Trade Facilitation as an Engine for Development", Geneva, September 2005.*

Global assistance to trade policy and regulations increased by 25 per cent between 2001 and 2004, reaching a total of \$811 million in 2004. Within this assistance, the proportion assigned to trade facilitation almost tripled during the same period, from 16 per cent in 2001 to 46 per cent in 2004. The largest share of this assistance is assigned to middle-income developing countries, whereas the share of LDCs in trade facilitation related assistance is far below their share in overall foreign aid.<sup>6</sup>

A potentially virtuous cycle exists between trade and transport facilitation, higher trade volumes, and development, all of which tend to mutually benefit each other. Higher trade volumes create economies of scale, which in turn increase the return on investment of facilitation measures. LDCs may not have the critical mass of trade volumes to make investments in trade facilitation measures profitable, and they also tend to lack the financial, technical, human and institutional capacity necessary to embark on many trade facilitation measures. This is the reason why LDCs require specific technical and financial assistance that may help them initiate such a "virtuous cycle".

*Jan Hoffmann, Trade Facilitation Section, TLB, SITE, UNCTAD, [jan.hoffmann@unctad.org](mailto:jan.hoffmann@unctad.org).*

<sup>6</sup> WTO/OECD "Report on Trade-Related Technical Assistance and Capacity Building", Paris and Geneva, 2005.

## Review of Maritime Transport

As announced in the previous issue of the Transport Newsletter, the UNCTAD Review 2005 has just been published. Below, we reproduce the summary.

### Development of the world economy and seaborne trade

In 2004, world output grew by 4.1 per cent over that of 2003 (when it had grown 2.7 per cent) – the highest increase in a decade. The developed market economy countries experienced growth of 3.2 per cent, while developing countries recorded an average increase of 6.5 per cent. For 2005, growth forecasts for world output are cautiously conservative, around 3.1 per cent.

The volume of world merchandise exports grew by 13 per cent, compared with 6 per cent in 2003. This growth reflects the strong performance of China and some developing countries. The total OECD industrial production index increased by 2.9 per cent, reflecting the performance of the United States, Japan and, to a lesser extent, European OECD countries.

World seaborne trade (goods loaded) recorded another consecutive annual increase, reaching a record high of 6.76 billion tons. The annual growth rate was 4.3 per cent, well below the 5.8 per cent increase for 2003. Global maritime trade growth is likely to continue to grow during 2005.

Total maritime activities measured in ton-miles increased to 27,635 billion ton-miles, compared with 25,844 billion ton-miles in 2003.

### Development of the world fleet

The world merchant fleet expanded to 895.8 million deadweight tons (dwt) at the beginning of 2005, a 4.5 per cent increase. Newbuilding deliveries increased marginally to 49.4 million dwt, and tonnage broken up and lost was more than halved to 10.6 million dwt, leaving a net gain of 38.8 million dwt.

The fleets of oil tankers and dry bulk carriers, which together make up 73.3 per cent of the total world fleet, increased by 6.1 per cent and 4.2 per cent respectively. There was a 8.4 per cent increase from 90.5 to 98.1 million dwt in the container ship fleet and a 7.6 per cent increase from 20.9 to 22.5 million dwt in the liquefied gas carriers fleet.

The average age of the world fleet dropped marginally to 12.3 years, with almost 27.3 per cent of the fleet 20 or more years old. General cargo vessels had the highest average age (17.5 years) and container vessels the lowest (9.4 years).

Registration of ships by developed market-economy countries and major open-registry countries accounted for 27 and 45.1 per cent of the world fleet respectively. Open registries increased their tonnage marginally; two thirds of this beneficially owned fleet is owned by market-economy and developing countries. Developing countries' share reached 22.6 per cent or 202.3 million dwt, of which 155.9 million dwt is registered in Asia.

### World fleet productivity and supply and demand

The main operational productivity indicators for the world fleet – tons carried per dwt and thousands of ton-miles per dwt – reached 7.5 and 30.8 respectively. The first figure was a decrease of 1.3 per cent from 2003 and the second an increase of 2 per cent.

World total surplus tonnage continued to decrease and in 2004 stood at 6.2 million dwt, or 0.7 per cent of the world merchant fleet. The surplus capacity in the tanker sector was almost halved to 3.4 million dwt, while overcapacity in the dry bulk sector fell to 2.1 million dwt.

## Freight markets

The year 2004 was a bright one for the tanker market. The overall volume of seaborne crude oil trade increased by 4.2 per cent. The average freight indices for all types of tankers were above those recorded in 2003, which was also a good year for tanker owners. Average freight indices for VLCC/ULCC, Suezmax and Aframax tonnage increased by 35.8, 27.4 and 12.2 per cent respectively.

In 2004, seaborne shipments of the main bulks, particularly iron ore and coal, increased by 7.6 per cent. The improved balance between supply and demand resulted in higher rates for both time and trip charters, with annual average index increases of 51.3 per cent and 107.7 per cent.

Again, by the end of 2004, freight rates on the main containerized routes – trans-Pacific, transatlantic and Asia–Europe – were mostly above the levels that prevailed at the end of 2003. The Asia–Europe route fared particularly well with rates increasing by 10.6 per cent (westward) and 2 per cent (eastward). Rates on the trans-Pacific and trans-Atlantic routes increased by modest single-digit figures.

## Total freight costs in world trade by groups

World total freight payments as a proportion of total import value decreased to 5.4 per cent in 2003 from 5.5 per cent in 2002. The freight factor was 3.9 per cent for developed market-economy countries compared with 4.1 per cent in 2002, while for developing countries it stood at 9.1 per cent. There was a minor increase in the freight factor for developing countries in Africa to 11.9 and a larger one for those in Oceania to 12.3 per cent. For developing countries in the Americas, the freight factor decreased to 9.8 per cent, while a minor increase was recorded for those in Asia (to 8.6 per cent) and a larger one for developing countries in Europe (to 9.1 per cent).

## Port development

World container port traffic continued to expand at a rate of 9.6 per cent over that of 2003, reaching 303.1 million TEUs. Ports of developing countries and territories handled 122.4 million TEUs, or 40.4 per cent of the total. In 2003, there were 57 developing countries and territories with terminals that handled more than 100,000 TEUs. In 2004, the top 20 world container ports handled 166.6 million TEUs.

## Trade and transport efficiency

Negotiations on trade facilitation were covered in the 1 August 2004 Decision of the World Trade Organization's General Council, the so-called July package. WTO Members have since then started negotiations that focus on improving GATT 1994 Articles V, VIII and X, which deal respectively with transit issues, fees and formalities, and the transparency of trade procedures.

The world container fleet expanded 7.7 per cent during 2004 to reach 19.3 million TEUs. Sea carriers' share in this total reached 54.3 per cent owing to extensive procurement during the year.

## Review of regional developments

During the period 2002–2004, the economies of Latin America and the Caribbean rebounded from the depths of the crisis generated in the previous year by the collapse of Argentina's economy, which had resulted in the regional GDP's contracting by 0.5 per cent in 2002. In the following two years, the GDP expanded by 1.9 and 5.5 per cent respectively. The commercial

balance was positive for the period as a result of import contraction at the start of the period and a boost in exports, particularly to Asian countries, by the end of it.

The merchant fleet owned by developing countries of Latin America and the Caribbean, excluding major open registries, has represented around 4 per cent of the world fleet since the year 2000. In 2004, the total tonnage owned by these countries reached 36.7 million dwt, about three quarters of which was owned by the three minor open registries of Antigua and Barbuda, Cayman Islands and Saint Vincent and the Grenadines. The shares of tankers and container ships have increased in the last few years and are now 23.6 and 14.5 per cent respectively. The fleet's age was 16.7 years in 2004 – higher than that of the world fleet and of the developing-country fleet as a whole.

Port investment was uneven in these countries, with large undertakings realized in countries around the Caribbean, often in connection with trans-shipment traffic, while calls for support were made in several South American countries. The new toll structure proposed by the Panama Canal Authority in 2002 was subject to intense scrutiny, and the decision was made to implement it in phases over the period 2005–2007.

The section on inland transport development focuses on the intervention of regional financial development bodies for infrastructure investments along priority axes in South America. Private-sector entities were active in developing rail networks to provide logistics services to shippers in Mercosur countries.

*The report can be downloaded at [http://www.unctad.org/en/docs/rmt2005\\_en.pdf](http://www.unctad.org/en/docs/rmt2005_en.pdf).*

*For further information, contact Carlos Cañamero, Transport Section, TLB, SITE, UNCTAD, at [carlos.canamero@unctad.org](mailto:carlos.canamero@unctad.org)*

## **Technical Notes on Trade Facilitation Measures**

UNCTAD has produced several Technical Notes within the Trust Fund project “Capacity building in developing countries and least developed countries to support their effective participation in the WTO Negotiations Process on trade facilitation”, financed by the Governments of Sweden and Spain. The purpose of the Technical Notes is to assist Geneva- and capital-based negotiators from developing countries and from least developed countries to better understand the scope and implications of the different trade facilitation measures which are the topic of negotiations at the WTO. So far, Technical Notes on the following topics have been made available on the Internet:

- Use of Customs Automation Systems
- Customs Procedures - Post Clearance Audit
- Maintenance of Integrity among Officials
- Right of Appeal against Customs and other Agency Rulings and Decisions
- Risk Management in Customs Procedures
- Border Agency Coordination
- Pre-Arrival customs Clearance

Further Technical Notes are under preparation and will be made available electronically on the same web page.

*For further information visit <http://r0.unctad.org/ttl/technical-notes.htm>  
or contact [jan.hoffmann@unctad.org](mailto:jan.hoffmann@unctad.org)*



## Symposium on Single Window Standards and Interoperability

Geneva, 3-5 May 2006: The United Nations Economic Commission for Europe (UNECE) and its Centre for Trade Facilitation and Electronic Business (UNCEFACT), in cooperation with other key national and international organizations, will hold a three-day Symposium on Single Window Standards and Interoperability in Geneva on 3-5 May 2006. The purpose of the Symposium will be to identify the standards and framework required for Single Windows (SW) to exchange relevant information with each other and with the business community.

Based on the experiences of existing Single Window operators, the Symposium will consider the role and benefits of standards for Single Window interoperability, and will identify what standards are currently available and what need to be developed. In addition, the Symposium will identify the framework through which these new standards can be developed. For countries planning or considering establishing a Single Window, the Symposium will also offer an opportunity to learn from the experiences of existing operators and to consider some of the key requirements for successful implementation.

Speakers will include current Single Window operators from different regions of the world, representatives of relevant international organizations (World Customs Organization, World Bank, UNCTAD and others) and national and international experts. The Workshop is targeted at existing and potential Single Window operators, governmental officials, as well as national trade facilitation bodies and other relevant organizations. There is no charge for registration but participants are responsible for their own travel and accommodation expenses. Organizations or individuals wishing to attend are advised to register early, as space is limited. Simultaneous interpretation will be provided in English, French and Russian.

*Detailed information and registration form are available via [www.unece.org/trade/workshop/sw\\_march06/welcome.htm](http://www.unece.org/trade/workshop/sw_march06/welcome.htm). For further information contact Ms. Azhar Jaimurzina, [azhar.jaimurzina@unece.org](mailto:azhar.jaimurzina@unece.org) or Mr. Tom Butterly, [tom.butterly@unece.org](mailto:tom.butterly@unece.org)*

## ARTNeT

The Asia-Pacific Research and Training Network on Trade (ARTNeT) is an open regional network of research and academic institutions specializing in international trade policy and facilitation issues. Network members currently include about 15 leading national trade research and academic institutions from as many developing countries from East, South, and Southeast Asia and the Pacific. IDRC, UNCTAD, UNESCAP and the WTO, as core network partners, provide substantive and/or financial support to the network. The Trade and Investment Division of UNESCAP, the regional Commission of the United Nations for Asia and the Pacific, provides the secretariat of the network and a direct regional link to trade policy makers and other international organizations. ARTNeT aims at increasing the amount of policy-oriented trade research in the region by harnessing the research capacity already available and developing additional capacity through regional team research projects, enhanced research dissemination mechanisms, increased interactions between trade policy makers and researchers, and specific capacity building activities catering to researchers and research institutions from least developed countries. A key feature of the network's operation is that its research programme is discussed and approved on an annual basis during a Consultative Meeting of Policymakers and Research Institutions.

*For more information please visit [www.artnetontrade.org](http://www.artnetontrade.org) or contact Yann Duval at [duvaly@un.org](mailto:duvaly@un.org).*

## GFP featured topic

As has become regular practice, the Transport Newsletter introduces the current “featured topic” at the Global Facilitation Partnership (GFP).

### **December 2005 - Hong Kong Ministerial: WTO Trade facilitation negotiations**

The decision of the WTO General Council of 1 August 2005 to launch negotiations on trade facilitation is in line a widely shared view that trade facilitation reforms make good developmental sense within the context of the wider Doha Development Agenda. The WTO Ministerial meeting in Hong Kong (December 2005) was an important opportunity for the international community to reaffirm its commitment to improving trade facilitation worldwide. This GFP topic’s content reflects these developments with relevant documents, news, links, and information about events, and will be updated periodically to take account of the results of the Ministerial meeting.

**Background:** Members of the World Trade Organization (WTO) are in the process of negotiating clarifications and improvements of Articles V, VIII and X of GATT. Article V deals with transit issues, Article VIII with import and export-related fees and formalities, and Article X with transparency of trade regulations.

Trade Facilitation was added to the WTO agenda in December 1996, when the Singapore Ministerial Declaration directed the Council for Trade in Goods “to undertake exploratory and analytical work, drawing on the work of other relevant organizations, on the simplification of trade procedures in order to assess the scope for WTO rules in this area”. Work was expanded in July 2004 when members agreed to launch negotiations on trade facilitation (The “July Package”). The GATT Articles that are now being revisited in the context of the negotiations are Articles V (“Freedom of Transit”), VIII (“Fees and Formalities connected with Importation and Exportation”) and X (“Publication and Administration of Trade Regulations”).

**Where to start:** The World Trade Organization’s page on Trade Facilitation<sup>7</sup> includes information on the ongoing negotiating process and preceding work, the underlying regulatory framework and Ministerial mandates, WTO technical assistance and training activities and special events in the field. The latest proposals, reports by the WTO, as well as the minutes of the meetings can best be downloaded via the WTO page on the launch of the negotiations,<sup>8</sup> including a WTO compilation of proposals<sup>9</sup> made until 31 October 2005.

**Further information:** Issues dealt with in Article V are covered in more detail under the GFP topic Transit.<sup>10</sup> Some issues dealt with in Article VIII are partly covered by the GFP topics Border Agency Modernization<sup>11</sup> and E-Commerce.<sup>12</sup> Article X issues are covered to some extent by the GFP topics Customs Issues<sup>13</sup> and Partnerships.<sup>14</sup>

[www.gfptt.org](http://www.gfptt.org)

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<sup>7</sup> [http://www.wto.org/english/tratop\\_e/tradfa\\_e/tradfa\\_e.htm](http://www.wto.org/english/tratop_e/tradfa_e/tradfa_e.htm)

<sup>8</sup> [http://www.wto.org/english/tratop\\_e/tradfa\\_e/tradfa\\_negoti\\_e.htm](http://www.wto.org/english/tratop_e/tradfa_e/tradfa_negoti_e.htm)

<sup>9</sup> <http://docsonline.wto.org/DDFDocuments/t/tn/TF/W43R4.doc>

<sup>10</sup> [www.gfptt.org/Topics/transit](http://www.gfptt.org/Topics/transit)

<sup>11</sup> [www.gfptt.org/Topics/border](http://www.gfptt.org/Topics/border)

<sup>12</sup> [www.gfptt.org/Topics/eCommerce](http://www.gfptt.org/Topics/eCommerce)

<sup>13</sup> [www.gfptt.org/Topics/Customs](http://www.gfptt.org/Topics/Customs)

<sup>14</sup> [www.gfptt.org/topics/Partnerships](http://www.gfptt.org/topics/Partnerships)

## Trade Facilitation Alliance

In February 2004, a group of trade associations and companies established the Trade Facilitation Alliance (TFA). This private-sector initiative is committed to simplifying and harmonizing the regulations governing cross-border trade, including customs procedures. The TFA works on behalf of private business interests to achieve concrete international rules to make cross-border trade more efficient and reduce the costs of international trade. As part of this effort, the TFA aims to:

- Advance trade facilitation in multilateral, regional and bilateral negotiations;
- Develop the substance of trade facilitation rules that would reduce impediments to cross-border transactions;
- Create support for trade facilitation within a diverse range of countries through their private industries; and
- Build on the existing efforts of other organizations dedicated to trade facilitation and coordinate with these organizations.

The TFA provides a vehicle for active private-sector participation during the negotiating process. It argues that without active intervention by the international business community to develop support for trade facilitation, negotiations might fail to reach an agreement that offers tangible commercial benefits. It also holds that the preparatory process for the July Decision demonstrates how vulnerable the trade facilitation initiative is to the negative dynamics that have plagued the Doha Round.

As part of its “Capital’s Strategy,” the TFA seeks to bring businesses from key capitals across the world to participate in a two-way dialogue with national governments on the substance of trade facilitation reform. In 2005, TFA representatives carried out activities in Buenos Aires, Bangkok, Brasilia, Brussels, Kuala Lumpur, London, New Delhi, Mumbai, Sao Paulo, and Washington D.C. The TFA is also active in Geneva, where the TFA Secretariat closely monitors developments happening at the WTO. In addition, TFA Members meet regularly with different WTO delegates and officials in order to jointly assess the negotiating process and to convey a business message regarding this process. The TFA was also present in Hong Kong at the Sixth WTO Ministerial Conference.

The TFA is promoting the establishment of trade facilitation disciplines at the WTO by uniting a diverse coalition of private-sector companies, industries and associations behind a pragmatic and “goal-directed” work program. TFA Members through their practical knowledge of the trade facilitation needs and priorities of businesses will assist trade officials and technical experts in assessing the scope for WTO rules on trade facilitation.

The Alliance has a global membership, drawing from business representatives from key WTO Members. The Director of the TFA is Andrew Stoler, former Deputy Director General of the WTO. TFA corporate members, acting through an Executive Committee, provide most of the governance and expertise of the organization. In addition, a team of trade and customs specialists permanently serves as the TFA Secretariat to ensure continuity to the membership’s activities.

*For further information on this initiative, please visit the TFA’s website at [www.tfalliance.org](http://www.tfalliance.org) or contact Omar E. Odarda at the TFA Secretariat in Geneva via [info@tfalliance.org](mailto:info@tfalliance.org)*

## Publications

### **Transport Logistics**

By Issa Baluch, past president of FIATA, assisted by Rachel Kriss. UAE, ISBN 994803139-3

The book first presents ten case studies of historical projects that demanded careful transport logistics management. It surveys a wide variety of projects, some of them successes and some of them failures. Whether these projects were related to construction, engineering, military actions, or humanitarian relief, they all required transport logistics and placed great demands on logistics managers. The second part of the book examines various aspects of today's dynamic freight logistics industry. With the development of IT-based supply chain integration and value-added service offerings, the freight forwarder is being forced to evolve, or else risk extinction. In addition, ensuring cargo security has become an irreversible part of the forwarder's responsibility to customers and other supply chain partners. Finally, it examines the freight logistics industries of Egypt, China, South Africa, India, and Dubai, United Arab Emirates. In the book's third section, the author looks at the future of the transport logistics industry, which will continue to evolve as a result of globalization, the digitalization of information, new technologies, rising energy costs, and changing trade patterns. He also presents railways as the eco-friendly freight solution of the future, especially in the Middle East and Africa. Transport Logistics concludes with an emphasis on the importance of training and the role of national and international associations in developing a culture of quality, security, and innovation in the freight logistics profession.

For further information see <http://www.transportlogistics.com/>

### **Bridging infrastructural gaps in Central America: prospects and potential for maritime transport**

By Ricardo Sanchez and Gordon Wilmsmeier, United Nations ECLAC LC/L.2386-P, Santiago de Chile, ISBN: 92-1-121560-9

Quoted abstract: "Central America needs regular, flexible, safe and affordable infrastructure and transport services in order to prevail over existing bottlenecks and constrained intra-regional trade patterns. This need is widely recognized to achieve a sustained economic development, both national and regionally. Today, Central American countries face the following problems in their transport systems: lack of sufficient transport infrastructure and high transport costs. These problems have led to a decline in the competitiveness of the regional economies and sluggish economic growth rates. Additionally, it is a highly vulnerable region due to geological, geomorphologic and climatic regional conditions. This paper argues that short sea shipping (SSS) can play an important role in creating the pathway towards a more environmentally friendly, financially rational and sustainable transport system, and it is eminently suitable as a solution to bridge the Central America (CA) infrastructural gaps. Nevertheless, strong political support for inter-regional cooperation and the set-up of public-private partnerships have to be launched in order to unlock the development potential of transport by water. A combination of measures by all stakeholders is the way forward for more sustainability. The focus to develop these potentials includes the integration of maritime links and inland hinterland links with ports and their logistic centres and terminals as operating intermodal nodes. In this paper, the authors attach a high importance to a strategic association between SSS and truck and rail transportation modes, considering an intermodal transportation system that takes advantages of each one."

To download the document [www.eclac.cl/publicaciones/RecursosNaturales/6/LCL2386PE/lcl2386i.pdf](http://www.eclac.cl/publicaciones/RecursosNaturales/6/LCL2386PE/lcl2386i.pdf)

## Vacancy at UNCTAD's Trade Logistics Branch

Economic Affairs Officer, P-4

Deadline for applications: 10 Feb 2006

Date of Issuance: 12 Dec 2005

Duty Station: Geneva

Vacancy Announcement Number 05-ECO-UNCTAD-407971-R-GENEVA (G)

United Nations Core Values: Integrity, Professionalism, Respect for Diversity

### Responsibilities

Under the supervision of the Chief of the Transport Section, Trade Logistics Branch, Division of Services Infrastructure for Development and Trade Efficiency (SITE), the incumbent • Conducts and supervises research and prepares analytical reports on international transport facilitation, in particular maritime, multimodal transport and transit transport arrangements, including the annual Review of Maritime Transport; • Provides and supervises substantive servicing of intergovernmental bodies, including advising delegates on substantive issues and preparation and supervision of draft reports; • Represents UNCTAD at international, regional and national meetings relating to the subject area; • Provides advice and assistance to governments and stakeholders in developing countries on latest developments in transport and logistics; • Manages technical assistance projects in the field of transport and trade facilitation including project design, drafting of project documents, budgeting, project monitoring, preparation of reports and participation in technical cooperation missions; • Organizes seminars, training courses and workshops held under the auspices of UNCTAD, including lecturing and preparation of course materials; participates in seminars and meetings on subjects related to the work programme of the Trade Logistics Branch; • Carries out day-to-day general administrative and substantive duties including replies to correspondence and coordination with United Nations agencies and other intergovernmental and international organizations.

### Competencies

Professionalism – expert knowledge in the technical field of work and solid analytical and research skills; ability to produce high-quality reports and papers on complex technical issues; Communication – Excellent drafting ability and communication skills; ability to orally present complex concepts in a concise and accurate manner; ability to prepare written reports and papers that are clear, concise and meaningful; Planning and organizing – clearly identifies priorities in view of expected deliverables and allocates time and resources accordingly; ability to work effectively to deadlines; Teamwork – Excellent interpersonal skills and ability to operate effectively across organizational boundaries. Leadership - Creativity, vision and innovation; skill in overseeing work of less senior staff and external consultants undertaking report-writing or technical cooperation activities.

### Qualifications

Education: Advanced university degree in economics or related subject. Specialization in transport/international trade would be an advantage.

Work Experience: Five to seven years of progressively responsible relevant experience in the field of logistics and transport/trade facilitation, with a sound knowledge of policy, management and development issues. Experience with technical cooperation projects and conduct of training events in this field.

## Languages

Fluency in spoken and written English or French. Knowledge of Spanish would be desirable.

## Other Skills

Ability to lead research work and to direct technical cooperation projects. Knowledge of IT developments and computer applications in transport and trade facilitation.

## Notes

The United Nations shall place no restrictions on the eligibility of men and women to participate in any capacity and under conditions of equality in its principal and subsidiary organs. (Charter of the United Nations - Chapter 3, article 8). English and French are the two working languages of the United Nations Secretariat. The United Nations Secretariat is a non-smoking environment.

## How to apply

All applicants are strongly encouraged to apply online as soon as possible after the vacancy has been posted and well before the deadline stated in the vacancy announcement. Because applications submitted by United Nations (UN) staff members are considered first, provided the eligibility requirements set out in ST/AI/2002/4 are met and the application is submitted in a timely fashion, staff members should apply within 15-day or 30-day mark.

Online applications will be acknowledged where an email address has been provided. If you do not receive an e-mail acknowledgement within 24 hours of submission, your application may not have been received. In such cases, please go to “My UN” page and check the status of your application by clicking on “View Application History”, and resubmit the application, if necessary.

To start the application process, applicants are required to register by opening a “My UN” account. Go to Login, and Register as a User. Fill in the form and choose a User Name and Password.

After opening the account, applicants may apply for vacancies using the Personal History Profile (PHP) provided. Once the PHP has been completed for a particular vacancy, it can be saved and used for future applications. The PHP may be up-dated, when necessary, for future applications.

In completing the PHP, please note that all fields marked with an asterisk must be completed.

UN staff members must submit scanned copies of their two latest Performance Appraisal System (PAS) reports at the time of application to the appropriate Human Resources Office (HRO)/Personnel Office (PO) to the email address below, clearly indicating the vacancy announcement number. In case you have no access to the digitizing equipment, please submit hard copies of the two latest PAS reports to the relevant HRO/PO via fax.

E-mail: [hrms@unog.ch](mailto:hrms@unog.ch), Fax: 41-22-917- 0074.

Please see the Frequently Asked Questions, if you encounter problems when applying.

There is no application, processing or other fee at any stage of the process.

<http://myun.un.org/Galaxy/Release3/vacancy/vacancy.aspx> (see “Economic Affairs”)

## Agenda

### Upcoming events on trade and transport facilitation

- 19–20 January 2006: UN/CEFACT International Trade Procedures Working Group  
(ITPWG-TBG15)
- 24–25 January 2006: Transportation Research Board International Trade and Transportation  
Committee Annual Meeting
- 7–8 February 2006: Harmonized System course – chemicals
- 28 February 2006: Meeting of the GFP at UNECE, Geneva
- 14–16 March 2006: 30th IRU World Congress and International Exhibition, Dubai, UAE
- 6–8 April 2006: WCO IT Conference & Exhibition
- 3–5 May 2006 2006: UNECE Symposium on Single Window Standards and Interoperability

*For further information and continuous updates please visit  
<http://www.gfptt.org/Entities/EventList.aspx?list=all>.*