

UNCTAD Transport Newsletter

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NOTE

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Editorial

Dear readers:

As announced in the previous Transport Newsletter, UNCTAD's Commission on Enterprise, Business Facilitation and Development met this February for its tenth session; we report about its deliberations, which provide guidelines for our own work in the area of transport and trade facilitation (see page 4).

In this issue of the Transport Newsletter, you will further find articles dealing with trade transaction modelling (page 8), the liberalization of trade in transport and logistics services (page 12), the role of ports in international maritime transport costs (page 12), and on liner shipping connectivity in Latin America (page 20). We further present new documents and web pages, including information on legal issues in international trade and trade logistics (page 11), technical notes on trade facilitation measures (page 14), facilitation bodies (page 24), and maritime security (page 26).

As regards projects and activities, we report on the adoption of the Maritime Labour Convention of the ILO (page 18), the Global Facilitation Partnership meeting (page 15) and its featured topic Electronic Commerce and Business (page 15), the Trade Facilitation Toolkit and Forms Repository of the UN Regional Commissions (page 23), the International Multimodal Transport Association (page 14), an UNCTAD project on transit corridors (page 27), as well as an UNCTAD project on trade facilitation and multimodal transport in the Economic Cooperation Organization region (page 29).

Finally, we include the usual update on upcoming events (page 32). In particular, please mark your agenda for October 16-20 for our next Expert Meeting on Trade Facilitation (page 31).

For feedback, comments, and suggestions for our next UNCTAD Transport Newsletter (Second Quarter 2006), please contact Jan Hoffmann at jan.hoffmann@unctad.org before June 2006.

The Trade Logistics Branch Team

Geneva, March 2006

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UNCTAD's Commission on Enterprise, Business Facilitation and Development

As announced in the previous Transport Newsletter, UNCTAD's Commission on Enterprise, Business Facilitation and Development met for its tenth session on 21–24 February 2006 in Geneva. Below, we reproduce the agreed recommendations concerning efficient transport and trade facilitation to improve participation by developing countries in international trade, as well as selected excerpts of the Commission's report.

Agreed recommendations concerning efficient transport and trade facilitation

“The Commission recognizes the need to assist developing countries, least developed countries, transit and landlocked developing countries to build capacities to design and implement trade and transport facilitation programmes based on the São Paulo Consensus, and UNCTAD should continue to:

- (a) Monitor and analyse issues and developments relating to international transport and trade facilitation and their implications for developing countries, with a focus on the special situation of landlocked and transit developing countries and least developed countries, and the particular needs of their SMEs;
- (b) Undertake comparisons of current practices in developing countries with international standards in international transport and trade facilitation; contribute to creating and strengthening institutional mechanisms in developing countries designed to integrate transport and trade facilitation into the development process;
- (c) Undertake research and provide assistance to developing countries to participate in the trade facilitation and transport and logistics services negotiating processes, including in the context of the Doha Development Agenda;
- (d) Provide technical assistance and capacity-building activities in the area of transport and trade facilitation, including on the use of automated systems such as ASYCUDA, to improve international trade and transport management; special attention should be paid to the improvement of transit arrangements for the landlocked and transit developing countries; and
- (e) Cooperate with other international, intergovernmental and non-governmental organizations and other cooperative mechanisms in carrying out the work programme of the secretariat in the areas of international transport and trade facilitation.”

Report of the Commission, concerning issues related to transport and trade facilitation (excerpts)

On the issue of trade facilitation, the Secretary-General noted that UNCTAD worked to help developing countries achieve and sustain a virtuous circle between development and the capacity of countries to implement trade facilitation measures. UNCTAD was monitoring the impact of increases in maritime freight rates on the competitiveness of developing countries' exports and is working to enhance understanding of existing transport-related legal frameworks. The needs of landlocked countries in the area of transit trade and transport were being addressed in the follow-up to the Almaty Programme of Action. The Secretary-General expected growing demand for UNCTAD work in the use of ICT applications for international

transport and trade facilitation, which should help countries to participate actively in globalized production processes and international logistics networks.

On the issue of trade facilitation, the G77 noted that capacity-building was often the first step that needed to be taken to initiate the virtuous circle between development and the capacity to implement trade facilitation measures. For most developing countries, the cost of international transport was much higher than average import duties. In the context of WTO negotiations on trade facilitation, developing and least developed countries would require significant additional support for the implementation of commitments in trade facilitation measures. The G77 also indicated that the role played by ICTs in trade and transport facilitation deserved increased attention in UNCTAD's future programme of work.

The representative of Zimbabwe, speaking on behalf of the African Group, noted that to overcome its shrinking share of global trade, Africa needed to overcome obstacles to its connectivity to the global economy and the international trading system, such as high transport and transit costs, as well as problems of poor infrastructure and network systems, particularly in landlocked countries. UNCTAD should therefore continue promoting efficient transport networks through tailored technical assistance, capacity-building, advisory services and analytical and research work. UNCTAD was encouraged to pursue its work on multimodal transport law and to analyse the implications of ongoing developments for developing country trade. African countries needed UNCTAD assistance in the WTO negotiations on trade facilitation and looked forward to additional support activities. An UNCTAD study on the implications for developing countries of transport-related security measures was eagerly awaited.

The representative of Sri Lanka, speaking on behalf of the Asian Group, stressed that Asia was one of the world's leading providers of international transport and logistics services; however, Asian LDCs and landlocked countries still needed UNCTAD to provide capacity-building and technical assistance in order to draw the benefits from these positive trends. This could be done, for example, by developing strategic facilitation clusters along routes connecting landlocked, transit- and sea-leg countries. UNCTAD should also continue to monitor and analyse legal developments affecting transportation and their implications on developing countries to enhance understanding of international legal frameworks for transportation. UNCTAD's assistance in the WTO trade facilitation negotiations was appreciated; however, the use of ICTs in trade facilitation deserved increased attention in UNCTAD's future work.

The representative of Guatemala, speaking on behalf of the Latin American and Caribbean Group (GRULAC) stated that obstacles impeding trade needed to be analysed against the background of the accelerated growth of global trade in recent years. GRULAC countries have made great efforts to reduce transit times at borders and points of entry and have actively contributed to the building of equitable rules in the course of the current round of WTO negotiations on trade facilitation. Technical assistance and capacity-building were crucial to the successful conclusion of ongoing negotiations and future implementation of agreements. UNCTAD's assistance should be strengthened during this last year of negotiations, in the form of workshops and technical material, and close collaboration with other organizations. UNCTAD could continue to play an important role in improving the access of developing countries to ICT applications in transport, customs automation, and trade transactions.

The representative of Benin, on behalf of the least developed countries (LDCs) highlighted that the development of transport and communication infrastructure was important in facilitating LDC exports. LDCs relied on their development partners to finance infrastructure development which, in turn, played a role in attracting investments. LDCs faced serious difficulties in adapting their infrastructure to the increased security measures in international transport as they

required important investments in equipment and human resources. In addition, landlocked LDCs urgently needed solutions to facilitate the transit of merchandise, including by simplifying administrative procedures. The use of ICT could help to reduce costs and increase transparency. Within the context of ongoing WTO negotiations in trade facilitation, it was important to determine the capacities of LDCs to implement measures and to tailor technical assistance programmes to reinforce existing capacities; LDCs were grateful to donors for their support to capacity-building activities in this area.

The representative of Austria, on behalf of the European Union (EU) and with the support of Bulgaria and Romania, mentioned that, on the issue of trade facilitation, the EU was seeking WTO rules that would cut costs and bureaucracy. The EU was ready to accept special and differential treatment, possible exemptions, and technical assistance for LDCs and some other countries when commitments trade-related assistance should become available in the future. If requested by the beneficiary countries, they could be directed at implementing WTO-related trade facilitation measures and building up trade infrastructure. The EU also pursued trade facilitation provisions in its bilateral and regional trade initiatives such as regional transit arrangements or the trade facilitation chapters of the Economic Partnership Agreements with ACP regions. The secretariat should also ensure internal cooperation in the organization of the Expert Meeting on Trade Logistics Services, a topic proposed by the Commission on Trade.

The Chairperson of the Expert Meeting on Efficient Transport and Trade Facilitation to Improve Participation by Developing Countries in International Trade presented the main findings of the Meeting (TD/B/COM.3/72). The experts considered emerging issues in trade and transport facilitation and agreed on elements that can hinder trade, including the multiplicity of transport-related regulations and the lack of insurance and burdensome bureaucracy. Reducing bureaucracy was important for the 'Single Window' initiative which, among other things, involved the simplification of trade-related documentation. Experts concurred that trade facilitation involved immediate costs and delayed benefits and reported on positive experiences in the developing world. Upgrading physical infrastructure and training of local agents – especially on standards, norms and regulations – are essential. Countries needed to move toward trade facilitation given its impact on competitiveness of international trade, foreign direct investment, fiscal revenues and its potential benefits for the public and the private sectors. Facilitation of trade and transport required further integration of SMEs and a role for regional integration. UNCTAD is expected to continue providing technical assistance in training and new technology. The Chairperson concluded that the time was now right to generate new methods of assisting developing countries, such as the Aid-for-Trade programme.

Trade facilitation should be considered in a comprehensive framework for development supported by transport infrastructure and ICT. UNCTAD's initiative in support of transit and landlocked countries was important and extensive institutional efforts and human capacities were required to implement trade facilitation measures. Technical and financial assistance with a clear timetable and a mitigation of adjustment costs were necessary. Another delegate stressed the need for building intermodal synergies and adopting modal shift strategies to ensure an integrated transport planning. Developing countries should draw from the experience of the EU's 'Marco Polo' programme. A delegate offered views on how to establish efficient intermodal linkages with maritime transport at the centre. These included, among others, taking stock of the current efficient bilateral linkages among all feasible modes on most-favoured nation (MFN) terms. The delegate concluded that cooperation of member countries with UNCTAD in this area should be explored.

The World Customs Organization (WCO) provided an overview of the mechanisms to encourage enhanced use of ICTs in Customs operations. As economies develop and become

outward-oriented, new taxes arise, duty rates are reduced and Customs becomes increasingly involved in new areas such as enforcing intellectual property rights, controlling crime and facilitating trade and transport. In light of current trends in trade, transport and security environment and the role of trade and transport efficiency in attracting FDI, WCO was increasingly encouraging its members to adopt ICTs. The speaker provided examples of mechanisms adopted by the WCO to promote ICTs use among members. He listed the core principles of the revised Kyoto Convention, highlighted the important role conferred to ICT in modernizing Customs operations and offered examples of ICT applications in Customs.

The WTO described the current status of negotiations on trade facilitation and the outcome of the Hong Kong Ministerial Declaration. The speaker noted that the proposals involved a broad mix of developed and developing countries, text-based proposals still needed to be prepared in view of the draft legal text to be submitted by July 2006. The pressing issues calling for immediate action included providing further assistance to developing countries in identifying their needs, priorities and gaps, and improving their understanding of the cost implications and the appropriate sequencing of measures. Upcoming capacity-building workshops will be held in various regions, with UNCTAD participation. A call was made for more assistance from donor countries, other international organizations and the private sector.

A speaker from Egypt presented his country's experience and underlined the importance of trade facilitation as a vehicle for development attracting FDI and fostering enterprise growth. Trade facilitation was particularly important for SMEs, especially in light of emerging security requirements. As illustrated by recent proposals at the WTO, efforts in the current year will be heading towards achieving progress on technical assistance and capacity-building. Developing countries need to have a better understanding of how commitments related to technical assistance and capacity-building. New sources to finance the outcome of the negotiations should be identified and new forms of special and differential treatment (S&D) should be considered. It was also essential to draw from the positive experiences of developing countries in trade facilitation, public private partnerships and further cooperation among relevant international organizations, including UNCTAD.

One delegate recalled some of the challenges faced in making technical assistance available to all countries and suggested that distance learning should be considered when building capacity in trade facilitation. Such innovative means would ensure that technical assistance and capacity building are accessible to a wider membership. Delegations reiterated the importance of trade facilitation for development and the challenges faced by countries involved in trade facilitation efforts. One delegate noted that developing countries needed to identify their needs and priorities to enable their effective participation in WTO negotiations. While trade facilitation benefited large corporations and SMEs alike, trade facilitation measures were costly and usually borne by governments. An appeal was made to UNCTAD, WCO, the World Bank and other organizations, to continue helping developing countries identify their needs and priorities and implement ensuing commitments. Another delegate recognized UNCTAD's role in the WTO negotiations in ensuring that developing countries concerns were taken into consideration. Apart from technical assistance and capacity-building, UNCTAD was expected to assess benefits and implementation costs associated with the WTO proposals.

*The complete report of the Commission is available under www.unctad.org/en/docs/c3d76_en.pdf.
For more information and further documents, see
<http://www.unctad.org/Templates/meeting.asp?intItemID=1942&lang=1&m=11148&info=doc>*

Trade Transaction Modelling

Introduction

The purpose of Trade Transaction Modelling (TTM) is to provide a practical overview of the various interactions among different partners in a trade transaction, and the information that is exchanged.

Modelling and the use of flow charts to graphically represent processes have many antecedents. This article takes as the starting point the work of the UN Economic Commission for Europe (UNECE) on “international trade transaction modelling” undertaken by its Working Party on the Facilitation of International Trade Procedures, predecessor to the UN Centre for Trade Facilitation and Electronic Business (UN/CEFACT). A description of this work is provided in the Report of the ad hoc Group on International Trade Transaction (ITT) Modelling.

Visual representation can help grasp complicated processes, promote the exchange of ideas, and identify opportunities for simplification. A challenge to the trade transaction modelling is to strike a balance between an approach that is manageable, understandable, and affordable.

Background

The sheer number of steps in a typical international transaction and the number of participating parties make for large diagrams. The more detail desired, the larger the graphic representation. Unless there is some computer-assisted tool to manipulate the diagrams, maintaining the graphic representation to reflect changes in business processes or government controls can become overwhelming. For example, in the late 1980s ROMPRO, the Romanian national trade facilitation, body prepared one of the first comprehensive flow charts of a trade transaction in Romania. The diagrams were drawn manually. As the steps in the trade transaction changed over time due to streamlined government procedures, introduction of new transport technologies, or other innovation, the flow charts were not updated owing to lack of manpower and motivation.

The UNECE Working Party benefited in the first half of the 1990s from access to a computer-assisted software engineering tool that was provided at no cost by a multinational engineering corporation. When that company divested its software business, the smaller independent software firm was willing to make the product available, but at a price of about Euro 4,500 per licence. This effectively ended the ITT Modelling effort.

Some experimentation was continued with hypertext techniques that were becoming available through development of the web, browsers, etc. While this showed promise in being able to hyperlink different representations of flow charts, documents, procedure descriptions and data sets, developing and maintaining the diagrams was the major obstacle.

The ITT Modelling effort was also an “idealized” representation of the trade transaction in that it tried to illustrate steps in both the exporting and the importing country. The export side was based largely upon procedures in the United Kingdom whereas the import side was a generic presentation of what should happen, not what actually took place in any particular country. A country can map its own trade procedures anyway it wants but if it wants to engage in a collaborative effort with one or more countries to examine in some detail inefficiencies in their trade interactions, it would be helpful if they developed their models through a common approach. Country X would then be able to compare differences in how it has to trade with Country Y compared to Country Z. This more objective, documented comparison may become more important if trade facilitation norms and recommendations become rules within the WTO framework.

Modelling techniques

During the 1990s, advances were made in the development of object-oriented modelling approaches for computer software development, leading to development of the Unified Modelling Language (UML) by the Object Management Group. UML was adopted by UN/CEFACT in its UN/CEFACT Modelling Methodology (UMM) for modelling business processes in the further development of the international standard for electronic data interchange, UN/EDIFACT, and the newer framework for utilising Extensible Markup Language for exchanging business information, ebXML.

While UML defines rules and notations for specifying, modelling, and communicating business and software systems, it is flexible enough for all kinds of systems. The same level of precision and detail that is required for software development, however, is not necessary for developing a flow chart or map that reasonably represents the trade transaction in a way that most people can understand, regardless of their technical background.

TTM uses UML activity diagrams to represent the steps in a trade transaction, over time, related to the agent or organisation responsible for the action. At its most basic level it is a deployment flowchart that identifies the people or organisations involved in each step of the export or import process. TTM can also provide a view of the rules, policies, regulations and other constraints imposed on traders. Trade volumes can also be considered in terms of the available resources and structures, focusing on throughput and utilization. UML provides additional rules and notations that can be used to represent more sophisticated aspects of the trade transaction. It is generally advisable to start simply and ensure that everyone understands and accepts the diagram as a fair representation before adding more complex details.

Figure 1: Example of an activity diagram

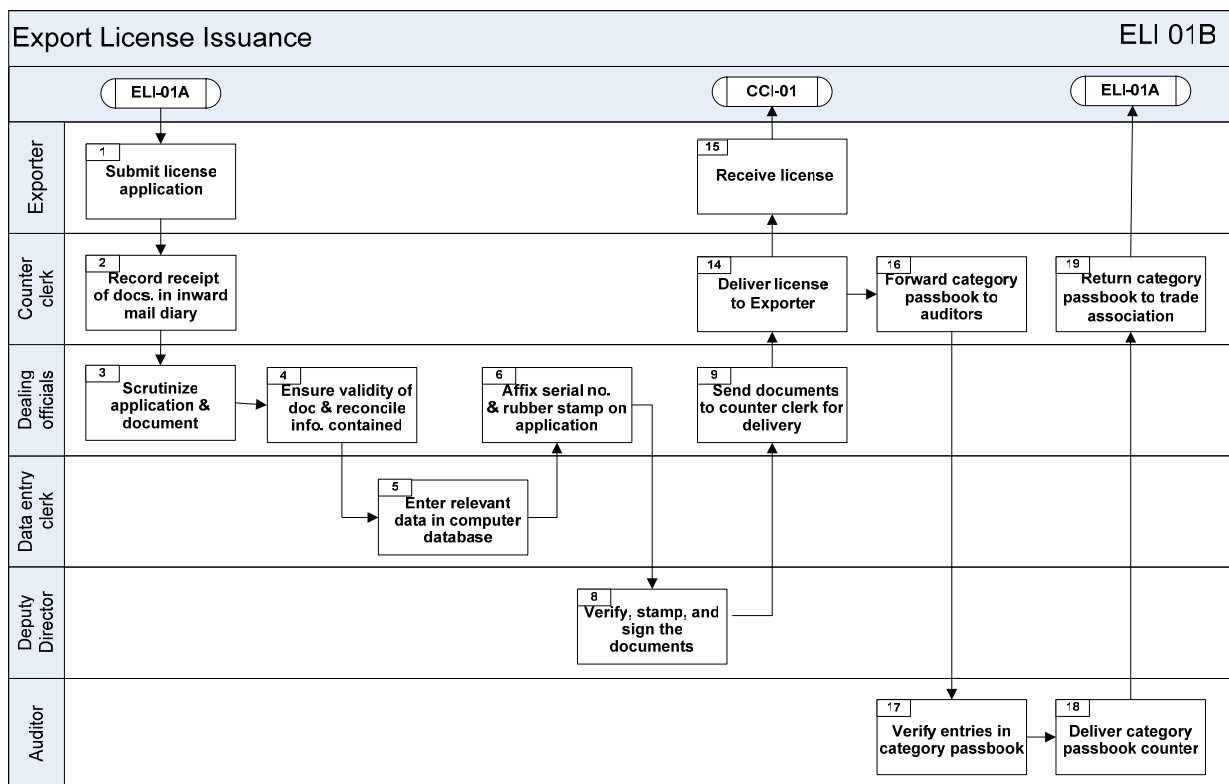


Figure 1 illustrates the steps carried out within an organisation that issues an export licence, which in turn is one step in the entire trade transaction. Boxes representing the steps are placed in horizontal transaction bands, or “swim lanes” that correspond to the individuals or functional units responsible for these steps. At a higher level of aggregation, the individuals in one organisation are replaced by the different organisations that are engaged in the process.

To keep the diagramming manageable, the transaction is broken down into segments, with each segment corresponding to the number of steps that can be included on an A4 or letter-sized sheet of paper, and each segment is coded. This example, ELI-01B, indicates that earlier steps in the export license issuance process are described in segment ELI-01A. The steps are numbered sequentially and follow the flow indicated by the arrows. This segment ends with a return to further steps in ELI-01A and leads to steps carried out with the chamber of commerce and industry (CCI-01).

This modelling is more an art than a science. The challenge is to provide enough detail without overwhelming the reader, in particular someone who may not be familiar with the activities under review. Text descriptions in the boxes should be brief. Additional explanatory text can be provided on separate pages. Time and cost information can also be included. If the software permits overlays, the additional information can be displayed as required.

The selection of a software tool for developing the diagrams is a key decision. Some analysts make their diagrams with whatever drawing software they have available, such as a presentation graphics software. While this is possible, it is not preferable because modifying the diagrams over time is more tedious. Dedicated packages for deployment flowcharts, such as *TeamFlow* (www.teamflow.com), automate the layout and provide additional features. Much of the functionality of Microsoft’s *Visio* (www.microsoft.com/office/visio/) can be found in the open source program *Dia* (www.gnome.org/projects/dia/). There are trade-offs with every package. A more advanced computer user may be able to develop excellent diagrams with a software tool that is too complicated for his or her successor. An organisation that wants to initiate a modelling exercise should view it as a long term activity and plan accordingly.

Benefits and costs

Trade transaction modelling with activity diagrams is a better way of communicating the logical paths of a trade transaction to all concerned.

Benefits

Problems and inefficiencies can be analysed in more effective way. Activity diagrams also serve as good documentation for various other purposes. The use of visual representation of the trade transaction can be helpful during group discussions involving trading partners with varying interests. For example, traders want their goods to pass through Customs without delay or additional cost. Customs has official responsibilities that must be fulfilled, and individual personalities can get in the way of constructive exchange of ideas and problem solving. Working with activity diagrams helps discussants to focus on the system and minimise the distraction that might be caused by historical frictions or personality conflicts.

Costs

The cost of TTM depends on the individuals participating in the analysis and the tools employed. It is necessary to become familiar with the principles of activity diagrams, but this typically takes less time than becoming familiar with the steps involved in an international trade transaction. If there is cooperation from experts in the various sectors (e.g. Customs, transport, banking, insurance), an analyst can complete a reasonable set of activity diagrams covering the major types of import and export transactions within two months. That said, it will be possible

to go into more descriptive detail for the various steps, or highlight product-specific variations, depending upon how much precision is required.

Different computer software can be used, varying in cost from free, open-source software to expensive proprietary applications. The choice will depend on the available budget and individual preference. When evaluating alternatives it is important to consider not only the cost of preparing the initial diagrams but also how they will be maintained over time. One tool that is very efficient in the hands of an experienced expert may be too complicated for those responsible for subsequent maintenance. Similarly there may be added value from a tool that permits easy revision of diagram, supporting alternative “what if” scenarios.

Implementation requirements and sustainability

Implementation requirements will vary depending on local circumstances. As suggested above, preparing the trade transaction diagrams manually is discouraged because it becomes difficult to maintain them. The basic requirements are a personal computer and software capable of supporting UML elements. There are many different products available, including open source software for the principal operating systems.

One analyst capable of preparing the activity diagrams is sufficient, but reasonable efforts should be made to ensure that more than one person understands how the diagrams were developed so that they can be maintained in the absence of the initial author. Assigning the task to a national trade facilitation secretariat or chamber of commerce is a preferred institutional approach to trade transaction modelling.

A mechanism should be set up so that the various partners in the trade transaction are able to confirm that the representation of tasks carried out by them is accurate and complete. Again, this is more easily handled under the auspices of an established trade facilitation focal point.

TTM will benefit from continued advances in affordable computer hardware and software. Support for the activity will only continue if the resulting activity diagrams are used and make an effective contribution to an ongoing facilitation process. Once the initial diagrams are completed for activities that take place within a country, they can take on additional value by supporting cross-border comparison of trade procedures and efforts to harmonise regulations and information requirements for global trading.

References and tools available

For details on the various electronic modelling languages, methodologies and rules developed by UNECE and UN/CEFACT please refer to:

www.unece.org/etrades , www.uncefact.org , www.unedifact.org , and www.unedocs.org.

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Legal Issues in International Trade and Trade Logistics

A new web-link has been created in order to allow easier access to the Legal Issues sub-site of UNCTAD’s Trade Logistics Branch website. The site includes a regularly updated list of the status of Conventions on Commercial Maritime Law, non-mandatory rules, and reports and documents.

<http://www.unctad.org/ttl/legal>

Liberalizing Trade in Transport and Logistics Services

An important development in the current Doha round of negotiations under the World Trade Organization (WTO) has been the extension of the negotiations to new areas such as logistics services. WTO services negotiations, including transport and logistics are conducted under the 1995 General Agreement on Trade in Services (GATS). The extension of the negotiations to logistics services was prompted by a number of factors, including the evolving international trading system, the greater integration of global production networks, the just-in-time production requirements, the increased use of containerization and technological advances. The pace of these emerging trends is such that a focus on port-to-port services in the current negotiations is considered to be no longer adequate for meeting the new market demands.

Since the beginning of the Doha round negotiations proposals have been made by some WTO Members to encourage commitments in logistics services. These included a checklist intended as a negotiating tool to facilitate the undertaking of commitments that would contribute to liberalizing trade in logistics services. The checklist distinguishes between core freight logistics services, related freight logistics services and non-core freight logistics services.

A key consideration for developing countries is the need to ensure that, while actively participating in these negotiations, they retain the requisite degree of flexibility to regulate and adopt policies that meet their objectives and interests, including their ability to introduce solutions that mitigate adjustment costs stemming from their new commitments.

Against this background, the UNCTAD secretariat will soon release a document reviewing relevant developments on transport and logistics services negotiations in the WTO. The report examines issues that warrant further consideration by developing countries when devising their negotiating strategies and formulating their GATS market access requests and offers. To conclude, the paper offers suggestions on how developing countries can contribute positively to the negotiations on logistics services, while taking into consideration the potential implications of ensuing commitments.

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Ports and International Transport Costs

Determinants of international transport costs are the topic of a growing recent literature. Interest in the topic arises from the desire to better explain international trade patterns and to identify possibilities to reduce transaction costs. Given that most international trade continues to be seaborne, particular focus is placed on international maritime transport costs.

The cyclical fluctuations of maritime freight rates as well as most of the determinants of freight rate levels on a given route are beyond the control of policy makers. The main exceptions are certain port characteristics, where aspects such as infrastructure and private sector participation can be influenced by governments.

The chapter “Ports and international transport costs” of the book “Port Economics”¹ provides evidence that indicators for different port characteristics have a statistically significant and strong impact on international maritime transport costs.

¹ Gordon Wilmsmeier, Jan Hoffmann and Ricardo Sanchez: “Ports and International Transport Costs”, in: Cullinane, K.P.B. & Talley, W.K. [Eds.] (2006) *Port Economics*, Research in Transportation Economics, Vol. XVI, Elsevier, Amsterdam. www.elsevier.com

The study reports on empirical results from trade between 7 importing and 16 exporting Latin American countries. The data base incorporates 75928 observations; they comprise practically all maritime trade transactions on 105 intra-Latin American trade routes for trade in containerizable goods in the year 2002. It includes the main classical explanatory variables of maritime transport costs which previous research has shown to be relevant, such as unit cargo value, volume per transaction, geographical distance, bilateral trade volume, and trade balances. It further looks at six different port characteristics as possible additional determinants of international transport costs.

It is found that port efficiency, port infrastructure, private sector participation and inter-port connectivity have significant impacts on international maritime transport costs. The estimated elasticity for port efficiency is the highest of all port related variables; doubling port efficiency in a pair of ports has the same impact on international transport costs as would have halving the distance between them.

A more efficient port does not necessarily need to be less expensive. On the contrary, it may charge higher prices to the shipper and the carrier if it provides faster and more reliable services, or if it allows the shipper or the carrier to achieve savings elsewhere. Installing ship-to-shore gantries, for example, may well lead to higher port charges to the shipping line. The line may still achieve an overall saving, because its ships spend less time in the port, or because it can change from geared to gearless vessels. This, in turn, should also lead to lower freight rates. The empirical results suggest that this is effectively the case. It may be that port improvements lead to lower freights because of lower port costs charged to the carrier, or it may be that better services are provided to the carrier, or both. What is clear is that there is a measurable impact on international maritime transport costs.

According to the paper's statistical results, increases in port infrastructure and private sector participation, too, lead to reduced maritime transport costs. Inter-port liner shipping connectivity, too, reduces transport costs, most likely because it allows for economies of scale, and also more competition among carriers. The elasticity for port efficiency is the highest of all the variables included in our research. Unlike distance, port efficiency can be influenced by policy makers. Doubling port efficiency at both ends has the same effect on international maritime transport costs as would a (theoretical) "move" of the two ports 50 per cent closer to each other, i.e. reducing the distance between them by half.

Port improvements appear to have a stronger impact on the maritime freight of a country's exports than on the freight of its imports. The exception is average Customs delay, which – as might be expected – has a stronger bearing on the maritime freight of imports. The general land transport infrastructure has – as expected – no significant bearing on maritime transport costs.

The econometric models explain between around 40 and 50 per cent of the variance of the international maritime freight costs. The remaining part of the variance may partly be due to the fluctuations of freight rates throughout a year. It also appears that additional or different measures to cover economies of scale as well as trade imbalances might further improve the regression fit. Finally, the R^2 can be improved significantly if regressions are undertaken for individual commodity groups, reaching values of up to 0.8. The main results regarding port characteristics as presented above, however, remain unchanged.

The overall impact of port efficiency on trade costs goes beyond the measurable impact on international maritime transport costs. Almost all trade uses more than one mode of transport, and not all port costs are charged to the maritime transport operator. Some port costs may be charged to the trader prior to determining the good's F.O.B. value, and others may be charged to the trader after the C.I.F. value has been determined and declared to Customs. In addition, port improvements will not only lead to lower freight rates, but by providing better services

they will also attract additional liner services and additional cargo. Both – more liner services and higher cargo volumes – lead to a further reduction of freight rates. Lower transport costs, in turn, will stimulate increased trade volumes, which lead to further economies of scale and lower freight charges. These dynamic effects of port improvements will thus lead to further reductions of transport costs that go beyond those measured in the above-described research.

The international leg of most international trade transactions continues to be maritime, and most determinants of international maritime transport costs are beyond the control of policy makers. It is through improvements in the ports that cost savings and increased trade competitiveness can be achieved.

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Technical Notes on Trade Facilitation Measures

UNCTAD has produced additional 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 (see also the announcement in the previous UNCTAD Transport Newsletter). To date, Technical Notes on the following topics have been made available on the Internet:

- Publication of Trade Regulations and their Uniform Administration
- Levy of Fees and Charges
- Use of Customs Automation Systems
- Release of Goods in Event of Appeal
- Customs Procedures - Post Clearance Audit
- Single National Enquiry Points
- Maintenance of Integrity among Officials
- Documentation Requirements in Maritime Transport
- Right of Appeal against Customs and other Agency Rulings and Decisions
- Risk Management in Customs Procedures
- Border Agency Coordination
- Pre-Arrival Customs Clearance
- Separating Release from Clearance Procedures

Additional 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*

International Multimodal Transport Association

The International Multimodal Transport Association – IMMTA – has re-launched its quarterly Newsletter. The first issue of 2006 includes three substantive articles by IMMTA members: José M. Alcántara writes about the role of the Shipper in the UNCITRAL Draft Convention, Viatcheslav Chouvalov looks into international standards on container dimensions, and Antonio Zuidwijk informs about multimodal transport in Argentina. Also in the issue readers will find reports about three recent conferences and seminars with IMMTA participation: A seminar on multimodal transport in the Islamic Republic of Iran, the most recent UNCITRAL

meeting, and the WTO Hong Kong Ministerial meeting. In addition, it includes announcements of upcoming events, websites and publications considered to be of relevance to multimodal transport.

For more information contact IMMTA's president, Mahin Faghfouri at president@immta.org

Report on GFP meeting

As announced in the previous Transport Newsletter, the Global Partnership for Trade and Transport Facilitation (GFP) met in Geneva on 17 February, to assess the implications for trade and transport facilitation of the WTO Ministerial Conference in Hong Kong and to discuss a possible institutional cooperation mechanism for technical assistance and capacity-building in the area.

The meeting, hosted by the United Nations Economic Commission for Europe (UNECE), brought together core GFP partners, including the World Bank, UNCTAD, UNECE, UNIDO, WCO, IRU and FIATA, representatives of missions to the World Trade Organization, trade facilitation experts and private companies.

Participants shared their views on the current priority focus for the Partnership's support to trade facilitation in such areas as Customs Formalities and Fees, Transparency and Availability of Information, Goods in Transit, and Trade and Security. They emphasized the importance of using already existing international standards and instruments in implementing trade facilitation measures, noting that these should be made available in a coordinated manner to all countries and, especially, to countries new to trade facilitation. The concluding discussion called upon the GFP to assist in identifying and promoting a mechanism for coordinating technical assistance and capacity building activities.

For further information, please visit:

<http://www.gfptt.org/Entities/EventProfile.aspx?id=0bb2c5b1-51bf-4393-9260-350c07322fb8>

Ms. Azhar Jaimurzina, United Nations Economic Commission for Europe, azhar.jaimurzina@unece.org

GFP Featured Topic: Electronic Commerce and Business

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

Electronic commerce and business

The relation of electronic commerce and business in the context of trade and transport facilitation can be broadly defined as facilitation of business-to-business (B2B) and business-to-administration (B2A) operations in the course of commercial transactions by optimally using ICT for issuing, submitting, accepting and processing electronic documents between the involved parties.

Overview

The integration of business processes along the supply chain is an essential part of today's trade facilitation process. It comprises of modernization, strengthening and alignment of the national, regional and international legislative and institutional framework; standard setting efforts; and the development of value added services to business, especially small and medium sized enterprises (SME).

Legislative and policy approaches

The legislative approaches target a wide area of national policies such as the regulation pertaining to the acceptance of electronic documents and signatures by authorities, the interoperability and recognition of foreign digital signatures, fostering the user confidence and cyber security, etc. These measures are increasingly integrated on a regional basis (an example is EU's eEurope² program), as well as in the framework of interregional partnerships (such as ASEM³). A variety of international conventions⁴ provide for global alignment of such legislation and institutions.

Another important aspect is creating capacity within the responsible authorities for optimal performance using the emerging new technologies and conforming to new international standards. This is often accomplished in a public-private partnership (see the Links section below for links to such organizations).

Creating open global standards

This is a business driven process that started with the Electronic Data Interchange (EDI) and the development of the unified digital message system EDIFACT by UN/CEFACT.⁵ It aims at reducing the costs, time and processing failures inherent in the exchange of paper documents by systematically introducing interoperable IT solutions with all parties involved in commercial exchange and enabling them to switch from paper based to paperless trade.⁶ To facilitate B2A processes, the WCO Customs Data Model⁷ was developed by G-7 experts in compliance with EDIFACT. In the area of B2A/B2B process facilitation, a major international standard is provided by the Harmonized System⁸ for unified goods classification used by customs administrations worldwide. Work is underway in APEC countries also to create electronic document handling systems for other types of control, such as E-Cert in New Zealand for phytosanitary control.

The facilitation of trade and transport through electronic commerce has greatly benefited from the development of Internet and the introduction of the eXtensible Markup Language (XML)⁹ - two technologies that help drastically reduce start up and transaction costs as compared to traditional EDI systems. Basing on XML and web technology, a variety of standards emerged on a more general or sectoral basis aiming at ensuring automated recognition of supported business transactions, negotiation, contracting and processing of the deal, creating online dispute resolution mechanisms, signing and encrypting the contents transmitted using the Web, and more general issues such as Internet governance. The first UN set of standards in this area was ebXML¹⁰ released by OASIS¹¹ and UN/CEFACT. A positive development in aligning standards to create a global interoperable environment is to be witnessed presently (an example is the ongoing UNECE/OASIS work on releasing UBL 2.0¹² as a CEFACT standard).

Paper documents with signature and stamp are still mandatory in most countries. The automated transition between paper and electronic documents is currently possible by using barcodes

² http://europa.eu.int/information_society/eeurope/2005/index_en.htm

³ http://europa.eu.int/comm/external_relations/asem/intro/

⁴ <http://www.gfptt.org/Entities/ild.aspx>

⁵ http://www.unece.org/trade/untid/texts/d100_d.htm

⁶ <http://www.gfptt.org/Entities/TopicProfile.aspx?tid=95c51781-cf1c-486a-8fb5-e690f3a3c5ca>

⁷ http://www.wcoomd.org/ie/En/Topics_Issues/FacilitationCustomsProcedures/facil_wco_data_model.htm

⁸ <http://www.gfptt.org/Entities/TopicProfile.aspx?tid=eba119e3-69fa-4e28-82fa-c2c788b51a02>

⁹ <http://www.w3.org/XML/>

¹⁰ <http://www.ebxml.org/>

¹¹ <http://www.oasis-open.org/home/index.php>

¹² <http://docs.oasis-open.org/ubl/cd-UBL-1.0/>

developed by GS1¹³ (formerly EAN International). As a more advanced option, the set of electronic documents UNeDocs¹⁴ developed by UNECE, in the pilot phases in the United Kingdom and considered for implementation also in other countries, will allow to create PDF formatted trade documents out of the XML files, and vice versa. UPU¹⁵ has introduced a digitally signed contracting mechanism complementing these efforts. To close the circle, payment operations¹⁶ (including letters of credit) are electronic and even more sophisticated documents related to ownership title (such as bills of lading) go paperless.

New technologies allow affordable solutions to an increasing number of small and medium sized businesses and thus facilitate their integration in global supply chains. This opens a new range of possibilities for tracing product origin along the supply chain to improve logistics, ensure product security and reduce health, safety and security threats. To further facilitate the process, technologies such as Radio Frequency Identifier tags (RFID)¹⁷ were created.

Facilitation of eCommerce as a service

In the course of various standardization efforts, industry wide solutions (such as the digital bill of lading Bolero¹⁸ or the RosettaNet¹⁹ set of standards) were adopted by their respective stakeholders and implemented as partner finding and trade services. National and regional solutions, on the other hand, seek to apply the Single Window approach by combining (sometimes in joint public-private efforts) a range of Government services. In the subtopics to this topic, you also will find presentations of the technologies for automated acceptance and processing by Government of electronic trade documents.

GFP and GFP Partners Activities

UNCTAD: ASYCUDA,²⁰ UNECE: International Trade and Business Processes Group,²¹ Techniques and Methodologies Group,²² UNeDocs,²³ ebXML²⁴ (with OASIS);²⁵ ICC: E-Business, IT and Telecoms.²⁶

¹³ <http://www.gs1.org/>

¹⁴ <http://www.unece.org/etrades/unedocs/>

¹⁵ <http://www.upu.org/>

¹⁶ <http://www.gfptt.org/Entities/TopicProfile.aspx?tid=dd225219-a924-4380-acc0-458c63c92d11>

¹⁷ <http://www.epcglobalinc.org/>

¹⁸ <http://www.bolero.net/>

¹⁹ <http://www.rosettanet.org/Rosettanet/Public/PublicHomePage>

²⁰ <http://www.asycuda.org/>

²¹ <http://webster.disa.org/cefact-groups/tbg/index.cfm>

²² <http://www.untmg.org/>

²³ <http://www.unece.org/etrades/unedocs/>

²⁴ <http://www.ebxml.org/>

²⁵ <http://www.oasis-open.org/home/index.php>

²⁶ http://www.iccwbo.org/home/menu_electronic_business.asp

Where to Start

- ICC compendium on ICT and E-Business policy and practice²⁷
- Organizations involved in technical coordination of the Internet²⁸
- UNCTAD ICT and e-business website²⁹ (and especially “Information Society Measurements: the Case of e-Business”)³⁰
- International e-Commerce Benchmarking Experimental Statistics - a publication of the Office for national statistics³¹
- UNCITRAL: Model Law on Electronic Signatures;³² Model Law on Electronic Commerce with Guide to Enactment (1996), with additional article 5bis as adopted in 1998.³³

For further information contact Kremena Gocheva, kremena@gochev.net, or visit the GFP topic at www.gfptt.org/topics/eCommerce

Adoption of the Maritime Labour Convention, 2006

On 23 February 2006 the 94th International Labour Conference, at its 10th Maritime Session, adopted the Maritime Labour Convention, 2006 by 314 votes in favour and none against.³⁴ The adoption of this Convention, described by the Director-General of the ILO as “making labour history”, is considered an important step forward in the ILO’s contribution to achieving fair globalization. The Maritime Labour Convention, 2006 is aimed at achieving quality shipping and the further marginalization of substandard ships and operators through the effective implementation of international standards for decent conditions of work on ships.

The Convention essentially codifies an agreement between shipowners, seafarers and governments on all of the elements necessary to achieve “decent work” for seafarers.

It consolidates and updates 68 existing ILO maritime Conventions and Recommendations, adopted since 1920, which had established international standards for conditions of employment, hours of work and rest, accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection. It combines rights and principles with specific standards and guidance as to how to implement these standards. Specific areas of flexibility at a national level are also provided (for certain smaller ships) based on principles of transparency and accountability. Ships of 200GT and below not engaged in international voyages can, in specific circumstances, be exempted from the application of the more detailed Standards in the Convention. Any decisions made by ratifying Members to that effect must be made in consultation with the shipowner and seafarer organizations concerned and are reported to Director-General of the ILO. Most importantly and, of broader significance, the Convention introduces a system under which flag States (or Recognized Organizations

²⁷ http://www.iccwbo.org/home/e_business/policy/ICC%20compendium%20on%20ICT%20and%20E-Business%20policy%20and%20practice.pdf

²⁸ http://www.iccwbo.org/home/statements_rules/statements/2003/373-31%205%20rev%20Organizations%20involved%20in%20technical%20coordination%20of%20the%20Internet%20Updated%20August%202003.pdf

²⁹ http://r0.unctad.org/ecommerce/ecommerce_en/docs_en.htm

³⁰ http://www.unctad.org/en/docs/c3em19d2_en.pdf

³¹ <http://www.statistics.gov.uk/StatBase/Product.asp?vlnk=9565>

³² <http://www.uncitral.org/english/texts/electcom/ml-elecsig-e.pdf>

³³ <http://www.uncitral.org/uncitral/en/index.html>

³⁴ There were four abstentions from two countries, Venezuela & Lebanon, whose Government representatives explained the reasons for their vote, which were unrelated to the substance of the Convention

authorized under the Convention to act on their behalf) certify that the seafarers' working conditions on ships above 500 GT engaged on international voyages or voyages between foreign ports, meet the requirements of the Convention in 14 listed areas. The Convention also establishes a comprehensive enforcement and compliance system based on cooperation among all ratifying States that will ensure that decent working conditions, once certified by a flag State, are continuously maintained, no matter where the ship travels. The inclusion of a "no more favourable treatment clause" with respect to ships of non-ratifying States, in connection with port State control measures, will help to ensure fair competition for responsible shipowners. Those shipowners will also benefit from the certification of the labour conditions on their ships; this certification must be accepted in foreign ports as *prima facie* evidence that the ship concerned complies with the requirements of this Convention.

The new Convention, which will become the "fourth pillar" of the international regulatory system alongside key IMO conventions, STCW, MARPOL and SOLAS, will enter into force 12 months after ratification by 30 countries that are ILO Members and that represent at least 33 per cent of the world gross tonnage of ships.

Both the process of development of the Convention and the Convention itself introduce innovative elements to the existing ILO standard-setting practice.

As noted in the UNCTAD *Transport Newsletter* of 2004, work began in 2001 with the resulting Convention reflecting over four years of extensive preparatory work carried out under the guidance of the High-Level Tripartite Working Group and its Sub-Group. A Preparatory Technical Maritime Conference involving over 500 delegates and 88 countries was held in September 2004 with a Tripartite Follow-up Session in April 2005 to finalize a proposed Convention text. The February 2006 Conference involved 106 countries and over 1,000 participants who reviewed the proposed Convention in detail over 10 days of meetings, in a Committee of the Whole, before adopting the final text.

In summary the Maritime Labour Convention, 2006:

- is presented in a new style for ILO Conventions. It has Articles and Regulations and a two-part Code. Part A of the Code contains mandatory "Standards" and Part B of the Code B contains non-mandatory "Guidelines" which together provide the technical details for the implementation of the broadly worded Regulations. There is comprehensive coverage of almost all the subjects dealt with by the existing maritime labour Conventions, including minimum age, annual leave, the seafarers' employment agreement, repatriation, medical care, accommodation standards, social protection and the inspection systems as well new provisions in some areas such as occupational safety and health;
- allows the technical details in the Code to be changed through a simpler faster process to keep up with changes in the industry;
- defines "seafarers" in a way that will ensure as much as possible that everyone working on board a ship is protected (a Resolution was adopted at the Conference to provide further guidance, in cases of doubt, to national authorities in this matter);
- defines "shipowners" in a manner that is consistent with well-known definitions in the maritime sector, to ensure that a single responsible employer can be identified, even in cases where responsibilities have been subcontracted;
- applies to all ships ordinarily engaged in commercial operations, other than those involved in fishing, or ships of traditional build. It does not apply to warships;
- has some flexibility to address the situation of smaller ships (200 GT and below) which do not go on international voyages and where the seafarers are protected by national laws

- provides for recognition of “substantial equivalence” in national implementation of parts of the Code;
- recognizes that implementation of the Convention can occur through national laws or regulations, collective bargaining agreements or other measures or practice;
- requires flag States to issue a “Maritime Labour Certificate” to ships found, after inspection, to meet the requirements of the Convention. The Certificate will be complemented by a “Declaration of Maritime Labour Compliance”, issued partly under the responsibility of the flag State and partly under that of the shipowner concerned; the Certificate must be issued to, and carried on board, all ships over 500 GT engaged in international voyages; the related Declaration, detailing the steps required and actually taken to ensure on-going compliance with the Convention’s requirements, must also be carried on board those ships (a resolution was adopted at the Conference which would allow States that ratify before the initial entry into force an extended period in the case of specific ships to issue the Certificates);
- allows other owners of other ships to request a Certificate;
- requires a valid Certificate and Declaration to be considered as *prima facie* evidence that the conditions on board meet the requirements of the Convention. This can help the ships concerned to avoid lengthy delays that may arise from detailed inspections in foreign ports;
- adopts the principle of “no more favourable treatment” for ships of countries that do not ratify the Convention. Since these ships will not have the certificates provided for in the Convention, they would be subject to inspection in foreign ports;
- explicitly addresses the situation of private organizations, called “Recognized Organizations” that often carry out inspection and certification functions in the shipping sector, on behalf of national maritime administrations. The Convention builds upon existing guidelines of the IMO and sets out mandatory standards with respect to the expertise and independence that these organizations should have before a government can authorize them to carry out labour inspections and certification on its behalf;
- reflects principles of transparency and accountability. Where governments require flexibility, then they must consult with seafarers and shipowner organizations and file a report that will be sent by the ILO to other countries;
- requires Members to carry out quality controls of their systems of inspection and certification and to provide the related information in their reports to the ILO.

The Conference also adopted a number of other important Resolutions concerning the need for technical cooperation to help bring the Convention into force as quickly, and for as many States, as possible and the need for further work, together with the IMO, to address specific issues of mutual concern such as piracy, seafarer training and abandoned seafarers.

For further information see also <http://www.ilo.org/public/english/bureau/inf/pr/2006/7.htm>
Cleopatra Doumbia-Henry, Director, International Labour Standards Department, International Labour Office, Geneva. Contact giacobino@ilo.org.

Liner Shipping Connectivity in Latin America

Previous issues of the Transport Newsletter introduced the “Liner Shipping Connectivity Index”, which allows for some comparison of a country’s “connectivity” to global liner shipping networks.³⁵ The index provided one numerical value for each country.

³⁵ See Transport Newsletters # 27 and # 29.

Further work on the concept of liner shipping connectivity involved investigating the liner shipping connectivity in the context of pairs of countries as opposed to individual countries.

A liner shipping connectivity index for intra-Latin American trade routes

Based on data from Containerisation International,³⁶ UNCTAD developed matrixes of intra-Latin American pairs of countries, i.e. the shipping routes between these countries, with information on the following components of liner shipping connectivity:

- Number of deployed container ships that are assigned to provide direct liner shipping services on the route between the two countries.
- Total capacity of those same ships, in TEU.
- Average vessel size of those same ships, in TEU.
- Maximum vessel size, i.e. the TEU capacity of the largest ship that is assigned to provide a direct liner shipping service on the route between the two countries.
- Number of liner shipping companies that offer direct liner shipping services between the two countries.
- Number of deployed container ships, per liner shipping company.

Each of the above six components was indexed to assume values between 0 and 1. As a second step, the average of the six indices was calculated, and again indexed to assume values between 0 and 1. The resulting matrix is presented in Table 1.

Table 1: Liner Shipping Connectivity Index for intra-Latin American trade routes

	Argentina	Brazil	Chile	Colombia	Ecuador	Mexico	Paraguay	Peru	Uruguay	Venezuela
Argentina		1.00	0.22	0.08	0.13	0.37	0.02	0.22	0.65	0.46
Brazil	1.00		0.19	0.28	0.00	0.28	0.00	0.22	0.70	0.57
Chile	0.22	0.19		0.61	0.46	0.46	0.00	0.61	0.15	0.22
Colombia	0.08	0.28	0.61		0.48	0.57	0.00	0.60	0.00	0.43
Ecuador	0.08	0.00	0.46	0.48		0.36	0.00	0.51	0.10	0.22
Mexico	0.37	0.28	0.46	0.57	0.36		0.00	0.46	0.00	0.28
Paraguay	0.02	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.02
Peru	0.22	0.22	0.61	0.60	0.51	0.46	0.00		0.16	0.23
Uruguay	0.65	0.70	0.15	0.00	0.10	0.00	0.02	0.16		0.31
Venezuela	0.46	0.57	0.22	0.43	0.22	0.28	0.00	0.23	0.31	
Costa Rica	0.00	0.00	0.23	0.36	0.11	0.27	0.00	0.23	0.00	0.29
El Salvador	0.00	0.00	0.23	0.23	0.00	0.29	0.00	0.26	0.00	0.00
Guatemala	0.00	0.18	0.30	0.00	0.00	0.48	0.00	0.32	0.00	0.19
Honduras	0.00	0.00	0.00	0.22	0.00	0.15	0.00	0.00	0.00	0.15
Nicaragua	0.00	0.00	0.00	0.20	0.00	0.02	0.00	0.00	0.00	0.00
Panama	0.00	0.20	0.44	0.50	0.36	0.61	0.00	0.39	0.00	0.27

Source: UNCTAD's calculations, based on data from Containerization International, July 2005

The Index only incorporates information on direct services, i.e. it excludes services with transshipment. Hence, for instance, an index of 0.00 for the Costa Rica-Brazil route does not

³⁶ www.ci-online.co.uk

mean that containers cannot be transported by sea from Costa Rica to Brazil, but rather, that shipping containers from Costa Rica to Brazil require transshipment services. The latter involves the use of at least two vessels, with a transshipment of the container from one vessel onto another in a port in a third country with direct services to Costa Rica and to Brazil.

Which pairs of countries have the highest (direct) liner shipping connectivity?

Recent and ongoing research suggests that the following aspects are among the main explanatory factors of liner shipping connectivity levels.³⁷

1) Firstly, a high bilateral trade volume justifies the deployment of ships on direct routes. Supply follows demand, i.e. shipping companies deploy their ships where there is a market for their services. The highest bi-lateral trade volume between Latin American countries takes place between Argentina and Brazil, which is the route experiencing the highest direct liner shipping connectivity.

2) Ships call at ports along a major shipping route. In South America, countries that are on the same coast are also better connected with each other. On the West coast and although they do not necessarily trade high volumes with each-other, Chile, Colombia and Peru are better interconnected compared to other countries on the same continent. By way of example, although Chile's containerized trade with Brazil is higher than with Peru, its liner shipping connectivity with Peru is higher than Brazil.

3) Similarly, countries that are geographically closer to each other are more likely to record higher liner shipping connectivity levels.

4) Port characteristics, such as infrastructure and efficiency, also have a measurable impact on the attractiveness of a port for direct services. For example, the liner shipping connectivity between Chile and Ecuador is lower than that between Chile and Colombia, despite the fact that Ecuador is geographically closer to Chile and the latter trades slightly more with Ecuador than with Colombia. However, Guayaquil, Ecuador's main port, does not have specialized container gantry cranes, and the maximum vessel size is limited by the shallow draft in the river port. As a result, Ecuador is not taking advantage of the various North-South liner shipping services along the South American West coast.

5) The geographical location of a country's ports may also be attractive for direct liner shipping services, especially if it allows connecting different routes by acting as a transshipment centre. For instance, Panama has a far higher liner shipping connectivity with South American countries than other countries in Central America. This is mainly due to its major transshipment ports, which in turn benefit from being near the Panama Canal.

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³⁷ Truong D.T. Bui: *Determinants of liner shipping connectivity with a special focus on Latin America*, Masters Theses, MEL, Erasmus University, September 2005.

Gabriel Perez and Gordon Wilmsmeier: *Trade costs and connectivity on maritime routes to South America*, IAME conference proceedings, Limassol, Cyprus, 2005.

Laura Márquez Ramos, Inmaculada Martínez Zarzoso, Eva Pérez García, and Gordon Wilmsmeier: *Determinants of maritime transport costs. Importance of connectivity measures*, Universitat Jaume I, Valencia, Spain, 2006.

Inmaculada Martínez-Zarzoso and Jan Hoffmann: *Costes de transporte y conectividad en el comercio internacional entre la Unión Europea y Latinoamérica*, Revista Comercio, Madrid, forthcoming.

Trade Facilitation Toolkit and Forms Repository

A toolkit for developing and publishing national series of aligned trade forms, by the United Nations Regional Commissions

For international trade to flow smoothly and efficiently, importers and exporters need to have easy access to the required trade documents and forms and to be familiar with the procedures for submitting them.

Aligning trade documents with international standards has now become a prerequisite for accessing international markets. Aligned documents also support the requirements for simplification of documents and transparency in the implementation of trade regulations as set out in GATT Articles V, VIII and X. They are also an important first step towards paperless trade and implementation of Single Windows using United Nations electronic Trade Documents (UNeDocs).

Most trade documents used by advanced trading countries are now aligned with the United Nations Layout Key for Trade Documents (UNLK). In this, however, developing countries and countries in transition still need to align and simplify their trade forms.

For traders, locating the forms required to trade with a specific country or obtaining correct information on the necessary procedures can be difficult.

The United Nations Toolkit and Forms Repository are designed to address such problems. The five regional commissions of the United Nations developed this project jointly. It consists of two components:

Trade Facilitation Toolkit

To assist trade facilitators in developing national series of aligned trade forms in paper or PDF format, based on United Nations and ISO1 standards and recommendations. The forms may also be “write-enabled”, which allows traders and administrations to complete the forms electronically and to print or email them. The image shows a sample Sea Waybill, developed with the Toolkit (Figure 2).

Figure 2: Sample Sea Waybill

Non Negotiable Sea Waybill		
Consignor (name, address, tax reference)	Shipper's reference	Bill of Lading number
	Forwarder's reference	
	Unique consignment reference	
Consignee (name, address, tax reference)	Carrier (name, address, tax reference)	
Notify party (name, address, tax reference)	Additional notify party (name, address, tax reference)	
Pre-carriage by	Place of receipt	

<http://unece.unog.ch/etrade/doc/pdf/SeaWayBill%20Created%20using%20Toolkit.pdf>

If opened on-line, the document can be filled in using the Adobe Acrobat Reader v7.0.

Forms Repository

To provide broad access to national trade document sets, the UN has created an Internet portal or “Repository”. Here, countries can publish and maintain their aligned forms, as well as the related administrative and legal instructions such as guidelines and tariff information.

Importers and exporters can readily find here the trade forms they need and thus obtain a clear picture of the documentary requirements for the import and export process.

The Repository also responds to the need for transparency in the administration of trade. In addition, the publication of national forms in the Repository can act as a stimulus for regional harmonization of cross border information exchange and processes.

UN Toolkit for aligned trade documents: <http://unece.unog.ch/etrade>

Toolkit training video: <http://unece.unog.ch/etrade/doc/CreateDocumentHeader.wmv>

UNeDocs Web Site: www.unedocs.org

UNeDocs Working Group: http://www.unece.org/cefact/forum_grps/tbg/tbg2_edocs/tbg2_edocs.htm

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National Facilitation Bodies: Lessons from Experience

UNCTAD recently published Part 1 of a Trade Facilitation Handbook, Geneva, 2006, UNCTAD/SDTE/TLB/2005/1. Below, we quote from its introduction:

“Trade facilitation measures seek to establish a transparent, consistent and predictable environment for border transactions based on simple and standardized Customs procedures and practices, documentation requirements, cargo and transit operations, and trade and transport conventions and arrangements. The cross-sectoral nature of trade facilitation calls for close coordination between trade operators and service providers on the one hand and Customs and various ministries and regulatory agencies on the other hand.

In carrying out its mandate to promote development through trade, UNCTAD has built up considerable experience, particularly in the fields of transport (policy, legal and management), Customs (implementation of reform and modernization) and trade facilitation (simplification of commercial procedures and documents). Its technical assistance in these areas helps developing countries participate more actively in global trade.

In 1999, UN/CEFACT updated Recommendation No. 4 of 1974 to promote the establishment of national organizations, or other suitable means, for implementing international trade procedures. The UNCTAD Commission on Enterprise, Business Facilitation and Development endorsed in its work programme on Trade Facilitation, Transport and Logistics the elaboration of a reference document for officials and practitioners setting out the basic concepts and tools for consideration by the private and public sectors in the process of promoting and implementing trade facilitation measures in a country.

Trade facilitation assumed more prominence when the 2001 WTO Ministerial Conference placed it on the Doha Development Agenda with the aim of clarifying and streamlining multilateral trade rules to improve transparency, Customs operations and transit trade. In July 2004, the WTO reached an explicit consensus to start negotiations on trade facilitation on the basis of principles and modalities set out in Annex D of the July 2004 Package. A coordinated approach both to delivering technical assistance and capacity building in this area and to conceiving and implementing national trade policies and facilitation measures constitutes the underpinnings for successful negotiations.

It is important for government agencies, enterprises and traders with a direct interest in improving border transactions that reform measures, innovations and regulations be planned, introduced and implemented in a coordinated fashion. Experience has proved that public–private partnerships are vital to both pinpointing the requirements of traders and government and implementing any relevant national or international measures to improve border transactions.

Trade Facilitation Issues and Objectives

Trade facilitation is a diverse and challenging subject with potential benefits for both business and government at national, regional and international levels. It involves political, economic, business, administrative, technical and technological, as well as financial issues, all of which must be taken into consideration when a country or region develops its trade facilitation strategy. The contents of trade facilitation measures can be highly technical and require the input of expert practitioners and administrators.

Any measure that eases a trade transaction and leads to time and cost reductions in the transaction cycle fits into the category of trade facilitation. The latter can be effected through more efficient procedures and operations — increasing value without a proportionate increase in cost — or through removing any deadweight economic loss and redundancies.

Therefore, trade facilitation may cover measures regarding:

- (a) Formalities, procedures and documents and the use of standard and electronic messages for trade transactions;
- (b) The physical movement of goods through improvements in services (transparent, predictable, uniform), the legal framework, and the transport and communications infrastructure, as well as the use of modern information technology tools by services providers and users; and
- (c) The timely discussion and dissemination of trade-related information to all concerned parties (government, services providers and the trading community), ideally through an established consultation mechanism, such as a trade facilitation body.

The main objectives are the simplification and standardization of documents, procedures and operations, with a view to harmonizing local (regulatory and commercial) customs and practices in line with multilateral agreements, either binding (e.g. WTO rules or WCO conventions) or voluntary business standards (e.g. recommended customs and practices of the International Chamber of Commerce).

Beneficiaries

This Handbook targets three main categories of users: government officials, trade and transport services providers, and transport users. Government officials are responsible for the design and implementation of national policies, laws and regulations to secure the smooth flow of goods and information; services providers offer market-oriented trade and transport solutions within the framework of national and international trade and transport practices; and traders/services users take advantage of these solutions in the organization of their supply chains. In addition, professional staff from development banks, UN regional commissions, WTO and UNCTAD, including task leaders and project officers, might use this Handbook in their capacity-building efforts or in their development projects. For this audience, the Handbook suggests:

- Uniform concepts and criteria related to international trade and transport;
- A comprehensive, cross-sectoral approach to more efficient regional and international trade and transport-related transactions;

- The main components of a national trade facilitation initiative; and
- The incorporation of cross-sectoral issues related to trade and transport in World Bank lending programmes and WTO technical assistance to developing countries.

This Handbook offers a choice of measures to improve the international trade and transport sectors of developing countries. By way of illustrative examples, it highlights relevant issues and refers to a variety of existing conventions, instruments and documents on specific aspects of trade facilitation. The intention is to make additions over time in the light of country experiences and expressed needs of WTO negotiations, all of which will be posted on the UNCTAD website.

Scope and Contents

Part I of the Handbook draws on the experience of a few countries (Albania, Nepal, Pakistan and Thailand) with the establishment of trade facilitation bodies, also called PRO committees, in which both public and private sector representatives participate in a national forum to improve Customs procedures and border-related transactions and discuss best practices in international trade. The comparative analysis of the respective case studies should guide policymakers and practitioners in setting up a national trade facilitation platform and ensuring its continued operations. The importance of linking up with regional trade facilitation bodies to share information and experience is highlighted. Attention is drawn to international efforts to help developing countries strengthen their institutional and policy capabilities in order to facilitate their integration into the multilateral trading system. Reference is also made to national trade policy coordination and institution-building efforts supported by international agencies, such as the WTO/ITC/UNCTAD and the World Bank, and lessons learned from setting up PRO committees with the help of international finance and technical assistance. The present document should be consulted in conjunction with existing trade facilitation guides and with a clear understanding of the institutional and administrative structure and the composition of the business community in a given country.”

*The complete document can be downloaded at http://www.unctad.org/en/docs/sdtetlb20051_en.pdf
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Maritime Security: Elements of an Analytical Framework for Compliance Measurement and Risk Assessment

UNCTAD has recently published a document that reviews different approaches to risk management in the context of maritime transport security, and suggests an alternative for an analytical comprehensive framework that reflects the complexity of international transport systems.

The first section of the paper provides an overview of various transport security-related initiatives, including the ISPS Code; section two addresses maritime security risk assessment and management methods and frameworks; and section three reviews existing estimates of maritime security compliance costs while highlighting some difficulties associated with collecting data on security-related implementation costs.

Current views

The adoption of the International Ship and Port Facility Security (ISPS) Code by the International Maritime Organization (IMO) and the proliferation of other transport security-related measures have prompted a number of studies on the application of the security measures

and their potential impact on transport and trading systems. According to this review, some regulatory schemes originally developed for maritime facility security have later been applied to the security of the maritime supply chain, without the necessary adjustments.

Proposed perspective

There is a need to conceive and design a security risk assessment and management framework that is able to reflect the logistics scope of transport networks. This would require adopting a broader supply chain approach to maritime security, i.e. one that would take into account the complex regulatory and operational environment in which the maritime industry operates.

While not advocating the adoption of any particular security measure, it is argued that such a comprehensive approach to international security regulations is not only a necessity but also an opportunity. In fact, even when the new security measures impose an additional regulatory burden on all affected parties and constitute a difficult challenge for many players, it can be observed that security compliance has actually already become part of some market positioning strategies at national and firm levels.

The document will soon be made available via <http://r0.unctad.org/ttl/>

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Transit Corridors: As Production Lines Operated with Supply Chain Management Techniques

UNCTAD is currently executing a technical assistance project in which an innovative approach has been adopted that consists in attempting to apply supply management techniques, usually put into operation by individual firms for certain product manufacturing and distribution lines, to a bi-national transit transport corridor considered as a single production system.

In a manufacturing context the suppliers of a given industry have, in many successful cases, created cooperative structures called clusters. In this project, clusters are also promoted as platforms for the design of solutions to improve transit corridor performance.

As the project focuses its activities on international cargo traffic flows along transit transport corridors, the primary users or beneficiaries of the project are the business communities involved in international trade and transport activities as well as the governmental agencies providing regulatory control services for international trade and transport. These stakeholders are, in the project context, participating both as beneficiaries and partners of the project. Their active involvement is in fact central to the successful implementation of the proposed solutions. Groups connected or influenced by the project include, in land locked and transit countries, the following: traders, exporters and importers, freight forwarders, land transport operators, customs brokers, parties operating in inland terminals, port and inland terminals authorities and operators, governmental agencies monitoring, promoting and regulating trade and transport including ministries of Trade, Transport and Finance – Customs.

General information about the project

The project, titled “Capacity Building in Trade and Transport Facilitation for Landlocked and Transit Developing Countries”, is financed by the UN Development Account Fund and follows the spirit of the Ministerial Conference of Almaty in the design of institutional cooperative solutions. The project main objective is to contribute to provide land locked and transit developing countries with sustainable capacity to plan and implement regional trade and transport facilitation initiatives.

To serve such a purpose the activities include the creation of local trade and transport facilitation clusters and steady partnerships in three main areas of the corridor: the sea front, the inland destination and at the border in landlocked and transit developing countries. It is also considered to operate international transit transport monitoring information and communication systems along the corridor. The combination of these two mechanisms is expected to allow the establishment of regional trade and transport facilitation knowledge management networks linking public and private trading communities in landlocked and transit developing countries.

Implementation strategy

The basic rationale of the project is that long term effective capacity can be developed through a combination of institutional and technological cooperative arrangements relying on proven effective solutions adapted to local circumstances and realities. Two are the core elements of such an approach: the cluster as a participative structure and the local specificities of a given transit transport corridor.

Trade and transport facilitation clusters

In short the definition retained for the purpose of the project is as follows: “a sectoral and geographical concentration of enterprises and public institutions, which provide a range of related or complementary services and are thus faced with common challenges and opportunities”. Clusters gather here all operational level private and public sector participants interested in improving the corridor performance. Therefore, the core function of the clusters is to establish the requirements of an efficient operation of corridor, including identifying major obstacles and possible improvements. Along the selected corridors, local clusters are created at the seaport end, the border crossing area and at main inland destination/origin of transit operations.

Clusters also serve the purpose of sharing knowledge among their members and of exchanging information and solutions with associated networked clusters in other locations along the corridor. Clusters work on day-to-day operations and on the medium and long-term solutions design.

Importance of local knowledge

A well known difficulty in the implementation of trade facilitation measures stems from the fact that existing international references cannot be readily replicated in different situations. They require a tailor-made execution adapted to local circumstances. The project relies mainly on local and regional experience and know-how to enable relevant international standards and recommendations suit particular local environment and needs.

Trade and transport corridors and the supply chain management approach

The project concentrates its activities on selected trade and transport corridors linking inland origins and destinations in land locked countries with entry and exit seaports in transit coastal countries. The methodology to analyze and improve transit corridor performance is an end-to-end sequential approach in which suppliers are the trade and transport support services and the line of production is the transit operation itself. The “product” of such a “line of production” is the completed delivery or shipment of the import or export consignment in transit.

In such an approach, simple measurements can be designed to identify the weakest stages or the most significant cost and delay factors which will allow defining actions and strategies for improvement. For instance, the quality of the corridor product can be measured in terms of timeliness or delays incurred, unnecessary costs, and safety, understood as goods been transferred in proper condition to next agent. The quantity of the product can be measured in transit goods throughput in metric tons or units, its productivity as volume or units per time or

cost factors; its competitiveness by comparing the corridor infrastructures and services throughputs and productivity to similar or benchmarks in other regions.

Progress made so far

In the period June 2004 to March 2005, the project implementation phase 1 was completed with the preparation of three volumes of training materials meant to assist project participants in creating and operating trade and transport facilitation clusters. These materials consist of Cluster Development Guide, one Transit Corridor Assessment Guide and one Manual introducing the Supply Chain Management methodology concept as applicable to a transit corridor.

These manuals have been presented and delivered to selected cluster members in Laos, Thailand as well as in Zambia and Namibia, which are four of the six countries selected to be project participants in the following three pilot corridors: Vientiane-Bangkok, Lusaka-Walvis Bay and Arica-La Paz in Chile and Bolivia. These workshops have actually launched field activities in the first two corridors whereas the conduction of the initial workshop in Arica and the corresponding creation of clusters in Chile and Bolivia are still pending confirmation, due to Practical difficulties have been faced in the Arica-La Paz corridor due to external factors that do not relate to the core subject matter of the project.

Implementation phase 2 is currently under way as planned in the African and Asian pilot sites and the formation of local clusters gathering trade and transport public and private partners has been perceived as a positive contribution and a timely complement to existing initiatives. The educational materials prepared and distributed during the launching workshops, and, later the support provided by national consultants have helped clusters develop diagnostic and action plan. A first stock taking exercise will take place when the clusters meet for the first time as existing platforms in 2006. They should revise the progress made in the adoption of agreed trade and transport facilitation measures.

The way forward

The major challenge of the project is to create a basis for sustainable institutional and operational collaborative structures. This requires building trust and sharing information, overcoming confidentiality, to achieve quick if only modest results through joint actions. The project is foreseen to go for another 18 months of field execution, and it is hoped that very soon the shift of participants' mindset to supply chain management practices will mean that their expectations and attitude will change. They should over time grant more importance to service levels and long-term relationships and adapt the values of firms and individuals to jointly design arrangements that would benefit all parties much in the way clusters have succeeded to do in other sectors of the economy.

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Trade Facilitation and Multimodal Transport in the Economic Cooperation Organization Region

The Economic Cooperation Organization (ECO), UNCTAD and UN-ESCAP, with financial support of the Islamic Development Bank (IsDB), are implementing a joint project in the field of Multimodal transport and Trade Facilitation in the ECO region.³⁸ The overall objective of

³⁸ The Economic Cooperation Organization (ECO) consists of 10 members: Afghanistan; Azerbaijan, Iran, Islamic Republic of; Kazakhstan; Kyrgyzstan; Pakistan; Tajikistan; Turkey; Turkmenistan and Uzbekistan.

the project is to assist ECO member countries to lay a sound basis for Multimodal Transport and Trade Facilitation operations in the region.

National diagnostic studies

In the early execution of this comprehensive project, UNCTAD was asked to focus on the Trade Facilitation dimension of the above-mentioned objectives. Accordingly, within the scope of the project component, national diagnostic studies focussing on the trade facilitation issues were carried out by a number of national consultants. The outcomes of these reports were incorporated into an UNCTAD-prepared region-wide consolidated report which was presented at a regional workshop held in Tehran in May 2004.

Second Regional Workshop on Multimodal Transport in the ECO Region on “Measuring Trade and Transport Facilitation Instruments for Development”

The Second Regional Workshop on Multimodal Transport in the Economic Cooperation Organization Region (ECO) on “Measuring Trade and Transport Facilitation Instruments for Development” is scheduled for 16-18 May, 2006 in Tehran, Iran. This workshop is organized by ECO, IsDB, UNCTAD, UN-ESCAP.

Objectives of the Workshop

Building on the outcome of the First Workshop on the Trade Facilitation and based on the findings of the Transport component of the project, the objective of the present workshop is to provide an opportunity to stakeholders in the Member States of the ECO region to: (a) Discuss the findings of the national and international experts regarding MMT initiatives focusing on the MMT related issues; (b) Address and identify possible cooperative action among the ECO Members to further strengthen cooperation in the area of MMT, taking into account the interlinked coverage of multimodal transport and logistics issues within this cooperation; (c) Examine the possibility to widen the scope of including Trade Facilitation initiatives to the promotion of Multimodal Transport operations; and (d) Elaborate a set of concrete recommendations and outline technical assistance proposals in the area of multimodal transport including Trade Facilitation aspects.

Supporting documentation

National Country Studies from the execution of the Transport Facilitation component. As a contribution from the ECO member States, to date, at least four national consultants' reports (out of ten member States) have been received from Islamic Republic of Iran, Kazakhstan, Pakistan and Turkey.

In addition to the mentioned country reports, a consolidated Region-wide Report on the Multimodal issues in the ECO by UNCTAD consultant will be presented at the workshop. Moreover, it is expected that the relevant parts of this report will be translated into Russian language for the benefit of the stakeholders and will be circulated to all parties in advance for their information and comments. The report addresses a number of relevant issues and put forward recommendations for discussions at this project workshop.

The workshop will bring together government officials from the Ministries of Transport, Trade and Finances, executives from public and private sector transport and trade institutions, as well as experts and representatives from international organizations.

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UNCTAD Expert Meeting on Trade Facilitation

October 16-20, 2006, Geneva

Theme: Efficient transport and trade facilitation to improve participation by developing countries in international trade.

Topic: ICT Solutions to facilitate trade at border crossings and ports.

Recent developments in international trade and transport have led to an increased use of information and communication technologies (ICTs) by traders and transport service providers. This also has a significant bearing on Customs and other operations at border crossings and in ports.

ICTs are expected to play an increasing role in the design and implementation of Customs modernization programmes and other trade and transport facilitation measures. ICT applications can reduce waiting times at border crossings and at ports, secure appropriate processing of fees and Customs duties, simplify formalities, and provide timely information to transport operators.

The use of ICTs in areas such as Customs automation, electronic documentation and advance information in logistics is likely to continue to grow in coming years. Developing countries must be proactive in reaping full benefits from ICT tools available worldwide to reduce transaction costs and enhance supply capacities. Present negotiations on trade facilitation conducted in the WTO have resulted in a series of proposals aimed at improving and clarifying Articles V, VIII and X of GATT. A number of such proposals are technology-based, and the capacity of developing countries to implement resulting commitments will largely depend on their effective access to and use of ICTs.

The experts will analyse recent trends in trade and transport, as well as the resulting requirements for Customs modernization and other trade and transport facilitation measures, at the national and regional levels. These requirements will be related to available ICT tools, such as ASYCUDA, and their applicability to the realities of developing countries and Least Developed Countries. Experts will further discuss capacity building and technical assistance requirements to implement specific technology-based trade facilitation measures, including those concerning the institutional, commercial, legal and operational environment for Customs and other operations at border crossings and ports.

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Agenda

Recent and upcoming events on transport and trade and transport facilitation with UNCTAD participation

- Apr 05-07: WTO – NGTF. Geneva, Switzerland. (See also page 14 for related Technical Notes)
- Apr 09-11: Regional Workshop on Trade Facilitation for English-speaking Arab and Middle East Countries. Cairo, Egypt.
- Apr 18-23: Honduras national workshop on Trade Facilitation. Tegucigalpa, Honduras.
- Apr 19-20: Regional workshop on Trade Facilitation for Central America. Panama.
- Apr 24-29: Cuba national workshop on Trade Facilitation. La Havana, Cuba.
- May 08-12: Regional workshop on Trade Facilitation for Asian countries. Singapore.
- May 16-18: Second Regional Workshop on Multimodal Transport in the Economic Cooperation Organization Region (ECO) on “Measuring Trade and Transport Facilitation Instruments for Development”. Tehran, Iran. (See also page 29)
- May 16-19: Regional workshop on Trade Facilitation for French speaking African countries. Dakar, Senegal.
- Jun 06-07: WTO – NGTF. Geneva, Switzerland. (See also page 14 for related Technical Notes)
- Jun 12-16: Regional workshop on Trade Facilitation for English speaking African countries. Lusaka, Zambia.
- Jun 20-21: Sub regional workshop on Trade Facilitation for South Asian countries. Colombo, Sri Lanka.
- Jun 27-30: XV Latin American Port congress.
- Jul 03-07: Regional Workshop on Trade Facilitation for English-speaking Caribbean Countries. Barbados.
- Jul 12-14: Annual conference of the International Association of Maritime Economists, IAME. Melbourne, Australia.
- Jul 12-14: Regional workshop on Trade Facilitation for the Pacific region. Nadi, Fiji.
- Jul 17-18: Conference AusIntermodal. Melbourne, Australia.
- Jul 24-26: WTO – NGTF. Geneva, Switzerland. (See also page 14 for related Technical Notes)
- Aug 21- 25: Regional workshop on Trade Facilitation for Latin American countries. Asuncion, Paraguay.
- Aug 21-25: Regional workshop on Trade Facilitation for Central Asian and Eastern European countries (location to be informed).
- Oct 16-20: Expert Meeting on Trade Facilitation. Geneva, Switzerland (see also page 31)

Other recent and upcoming events on transport and trade and transport facilitation

- Apr 06-08: WCO IT Conference & Exhibition, Bangalore, India.
- Apr 17-19: Mongolia National Workshop and Advisory Services on Trade and Transport Facilitation. Ulaanbaatar, Mongolia.
- Apr 18- 25: Shipping Management, Maritime Safety and Port Security. Antwerp, Belgium.
- Apr 27: Commodities Trade Finance: Practice, Principles & Pitfalls and Strategic Issues in Jurisdiction & Applicable Law; seminar. London, United Kingdom

May 03-04: Conference on Transfer Pricing and Customs Valuation. Brussels, Belgium.
May 03-05: Symposium on Single Window Standards and Interoperability. Geneva, Switzerland.
May 10-11: SMEs Partnership Germany – Bulgaria – Southeast Europe. Sofia, Bulgaria.
May 24-26: Kyrgyzstan National Workshop and Advisory Services on Trade and Transport Facilitation. Bishkek, Kyrgyzstan.
May 29-31: Tajikistan National Workshop and Advisory Services on Trade and Transport Facilitation. Dushanbe, Tajikistan.
Jun 12-16: Diagnostic Framework Workshop. Brussels, Belgium.
Jun 13-14: Harmonized System for Textile Products. Brussels, Belgium
Jul 09-11: Transportation Research Board Summer Conference. La Jolla, California, USA.
Sep 14-16: Conference: Shipping in the Era of Social Responsibility. Cephalonia, Greece.
Sep 25-26: International Conference on National Security, Natural Disasters, Logistics & Transportation: Assessing the Risks & the Response. University of Rhode Island, Kingston, USA.
Sep 29: International Workshop on Risk Management in Port Operations and Logistics. London, United Kingdom.
Oct 25-30: ITMMA Maritime and Port Symposium. Antwerp, Belgium.
Nov 29- Dec 01: 4th International Logistics and Supply Chain Congress. Izmir, Turkey.

*For further details and continuous updates please visit www.gfptt.org/Entities/EventList.aspx?list=all.
To announce other relevant events on the GFP web site, contact support@gfptt.org*