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Editorial

Dear Readers,

Welcome to the 50th issue of the UNCTAD Transport Newsletter. The Trade Logistics Branch of the UNCTAD Division on Technology and Logistics has been busy this past quarter, preparing the 2011 Review of Maritime Transport, developing several capacity building projects, and supporting a number of intergovernmental meetings. Below are some of the topics addressed by the Branch in the last quarter.

UNCTAD's Trade and Development Commission met during 6-10 June 2011 to assess the evolution of the international trading system and to discuss key issues in the post-crisis period, as well as UNCTAD's role in addressing them. Agreed conclusions of the Trade and Development Commission with regard to global supply chains and trade facilitation are presented on page 4.

On shipping related matters, the Transport Newsletter offers three timely articles. With international acceptance growing, the 2004 Ballast Water Management Convention may soon enter into force. We consider the main features and requirements of this Convention on page 8. Recent amendments to IMO Codes for the safe carriage of goods by sea are also described (page 17). Following the advent of the first container derivative trade last year, the debate on whether financial derivatives will stabilise or destabilise the container shipping market has intensified. Some of the arguments for and against container freight derivatives are presented on page 13.

Highlights of the recently signed MoU to strengthen cooperation between UNCTAD and the Union of African Shippers Councils appear on page 16.

As usual, the UNCTAD Transport Newsletter provides a space for UNCTAD and its partners, including international organisations, NGOs and academic institutions, to share information on recent and upcoming events and publications on international transport and trade facilitation. News briefs are gathered on pages 19 and onwards.

Feedback, as well as comments and suggestions for our next Transport Newsletter, are welcome until September 2011. Please contact Jan Hoffmann, jan.hoffmann@unctad.org, or Nishta Jogoo, nishta.jogoo@unctad.org.

The Trade Logistics Branch Team, Geneva, July 2011

(size of word corresponds to its frequency in the newsletter)



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UNCTAD Ad Hoc Expert Meeting on “Climate Change Impacts and Adaptation: A Challenge for Global Ports” 29-30 September 2011, Geneva

With over 80% of the volume of world trade carried by sea, international shipping and ports provide crucial links in global supply-chains and are essential for the ability of all countries, including those that are landlocked, to access global markets. At the same time, ports are likely to be affected directly and indirectly by climatic changes, such as rising sea levels, extreme weather events and rising temperatures, with broader implications for international trade and for the development prospects of the most vulnerable nations, in particular in the least developed countries (LDCs) and small island developing states (SIDS).

Given their strategic role for national economies and global trade, adapting ports and transport systems in different parts of the world to the impacts of climate change is of vital importance. A good understanding of risks and vulnerabilities is a pre-condition to well-designed and effective adaptation response measures that enhance the resilience of systems, structures and processes and minimize the adverse effects of climatic factors.

To help advance the important debate on how best to move forward, an UNCTAD Ad Hoc Expert Meeting themed “Climate Change Impacts and Adaptation: A Challenge for Global Ports” is scheduled to take place on 29-30 September 2011, in Palais des Nations, Geneva. The meeting will provide policy makers, key public and private sector stakeholders, international organisations as well as scientists and engineers with a platform for discussion and an opportunity to share best practices.

Further details will be posted at:

<http://www.unctad.org/Templates/meeting.asp?intltemID=1942&lang=1&m=21884&info=highlights>

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UNCTAD's Trade and Development Commission takes on Global Supply Chains and Trade Facilitation

The third session of the UNCTAD Trade and Development Commission, held on 6–10 June 2011, emphasised the resurgent and critical role of trade in recovering from the global recession and in raising the living standards of the world's billions of poor. Amongst the main topics discussed were transport and trade facilitation, and global supply chains.

According to the participants, countries able to enter Global Supply Chains (GSCs) acquired more opportunities for export-led development. Several cases were presented. As part of a GSC, producers were able to obtain information on productive know-how, quality standards and technology. They also learnt about demand in high income markets and consumer preferences.

However, entering GSCs was often difficult for developing countries. Labour costs advantages and preferential access needed to be weighed against higher trade and transactions costs and higher business risks. Furthermore, small and medium size enterprises (SMEs) in developing countries were often constrained by supply capacity, lack of management skills and poor access to information, and thus could not participate in GSCs.

African developing countries especially, compared to their Asian counterparts, had less leverage in creating strong working relationships with leading regional and multinational firms. In general,

they were trying to get involved in GSCs through agricultural and some labour-intensive products. These sectors were marked by insufficient linkages between producers and suppliers. In the case of agriculture for example, there was often discontinuity at the different nodes of the supply chain. A case study presented of the rice agribusiness showed post harvest losses for African farmers as a result. Figure 1 summarises the main problems and constraints facing African developing countries trying to enter GSCs.

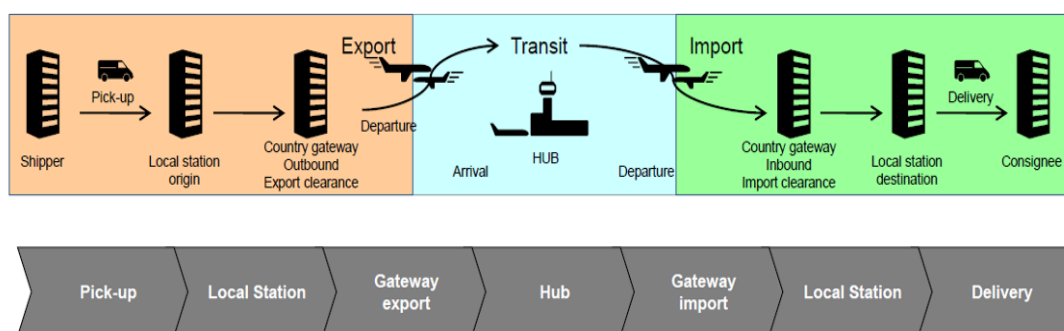
Figure 1: Supply Chains in Africa - Problems and Constraints

TRANSPORT COSTS	Low transport costs are crucial to expanded trade. Transport costs in Africa are notoriously high. They cater to primarily high value products that lower the relative weight of transport costs in the supply chain process. Transport costs can add as much as 20% of trade value for coastal countries and 40% for landlocked countries.
MARKETING INFRASTRUCTURE and SERVICES	The continent has inadequate cold chains necessary for the overland transport of fresh horticulture. Massive private sector investment is needed to rectify the situation. Requires high volumes of trade, coordination of production programs, and consolidation of shipments by exporters.
CREDIT	Access to finance is a pandemic problem in the region. There are too few institutions that provide SME credit and interest rates are astronomically high.
SUPPLY CONSTRAINT	It is the supply side that challenges trade in much of the region. There is erratic and low quality supply largely due to lack of capacity.
NON-TARIFF BARRIERS	Barriers such as inefficient customs administration and poor infrastructure hamper trade.
INFORMATION ASSYMETRIES	There is a scarcity of information and technical knowledge among exporters and food producers.
ENABLING ENVIRONMENT	The continent for the most part faces inefficient trade policies and business environments/

Source: African Development Bank, Presentation for the Trade and Development Commission, 7 June 2010

The role of express deliveries in GSCs was discussed. Express delivery shipments grew around 7-8% a year between 2003 and 2008, and currently average 30 million a day. By 2017, it is predicted that 36% of all shipments by air would be express. According to the presenter, time-sensitive cargo ranging from documents to high-tech goods and pharmaceuticals was increasingly being moved by express shipments. Express carriers assumed end-to-end custody of the shipment and offered an integrated service, which includes customs clearance. Figure 2 illustrates the express delivery chain.

Figure 2: Express Delivery chain



Source: Global Express Association, Presentation for the Trade and Development Commission, 7 June 2010

SMEs in developing countries did use express delivery services to ensure integrity and timeliness of their exports to clients all over the world, according to a study commissioned by the Global Express Association. However, many developing countries could still not comply with express delivery requirements. Average clearance time of shipments was measured in days rather than hours and the costs of trading were still extremely high.

To facilitate developing countries' integration in GSCs, several policy options were discussed. For example, while trade liberalisation and improved market access have helped developing countries join international markets, further liberalising South-South trade and reducing tariffs on intermediate

inputs could help them integrate more. Behind-the-border trade related issues also need to be tackled to increase participation in GSCs and should be addressed by targeted trade facilitation programs.

Trade facilitation measures were empirically among the most effective at reducing trade costs, according to several recent studies. These studies confirmed that transport infrastructure and services, together with trade facilitation and modern customs procedures, were indispensable for export competitiveness and for a country's participation in GSCs. On the ground, practical solutions often required regional or bilateral cooperation, including in areas such as transit, harmonisation of documents, recognition of certificates, transport infrastructure and coordination at border crossings.

Technical and financial assistance to support transport and trade facilitation had increased significantly in recent years. However, most of this additional assistance had gone to middle-income developing countries rather than least developed countries. In least developed countries, it seemed other priorities, such as health and education, competed. Delegates urged UNCTAD to continue its efforts in supporting capacity building in developing countries for national priorities and strategies in the areas of transport, trade facilitation and infrastructure.

Enabling trade related policies were not sufficient for a successful entry into GSCs. A sound business environment and effective government services were also important. They made domestic firms more attractive to global networks. Human capital development was also crucial, especially in order to climb the global value ladder. Industrial policy could help but it needed to be targeted at sectors where comparative advantages existed.

In conclusion, the Trade and Development Commission:

- "*Recognised* that improvements in transport and trade facilitation, including in infrastructure, can assist all developing countries, with due regard to their specific needs to trade competitively, in particular the least developed- and landlocked least developed- countries",
- "*Emphasised* that over the last three decades, GSCs – where efficiency, including cost-reduction strategies, results in goods being produced with intermediate inputs originating from several countries, including developing economies – have become common in many industries, and have been accompanied by a spectacular growth of world trade in intermediate parts and components",
- "*Noted* that participation in GSCs is viewed by many developing countries as an important tool for diversifying and increasing exports and for their value addition, as well as for attracting foreign direct investment. In this context, supportive trade and industrial policies can help integrate domestic firms into GSCs, but they are not sufficient. In order to keep competitiveness on track to integrate into GSCs, such policies should be complemented by trade facilitation measures and substantial improvements in the overall business environment, including those related to developing transport and infrastructures, fostering competition in logistics and other trade-related services, enforcing the rule of law, improving customs procedures, and investing in the human capital necessary to rise along the value chain",
- "*Expressed concern* that enterprises of least developed countries as well as other groups of countries with special needs are frequently confronted with substantial disadvantages in integrating into GSCs, in particular due to higher transport and other trade costs, low skill and technology levels, the often small size of their enterprises, and weaker management skills. In this regard, trade facilitation that aims to reduce trade-related costs, including nontariff measures,

should be further strengthened, and efforts should be made, including taking into consideration development assistance and domestic policies, to upgrade human and social capital", and

- "Encouraged UNCTAD, in accordance with the mandate of the Accra Accord, to analyse the evolution of GSCs and the methodologies, both at national and international levels, necessary to ensure increasing involvement and benefits for developing countries and their enterprises, as well as in terms of adding value to their exports".¹

For find out more and to download presentations made at the meeting, please visit

<http://www.unctad.org/templates/meeting> or contact Nishta Jogoo, nishta.jogoo@unctad.org, Trade Logistics Branch, Division on Technology and Logistics, UNCTAD.

The 2004 Ballast Water Management Convention - with international acceptance growing, the Convention may soon enter into force

One of the major threats to biodiversity is the introduction of non-native species following the discharge of untreated ship's ballast water. Indeed, the introduction of harmful aquatic organisms and pathogens to new environments has been identified as one of the four greatest threats to the world's oceans.² Even though ballast water is essential to ensure safe operating conditions and stability for vessels at sea, it often carries with it a multitude of marine species, which may survive to establish a reproductive population in the host environment becoming invasive, out-competing native species and multiplying into pest proportions.

The proliferation of bio-invasions continues to increase in conjunction with the growth of seaborne trade, as approximately 10 billion tonnes of ballast water per year are transferred globally, with potentially devastating consequences. For example, the introduction of American comb jelly to the Black and Azov Seas caused the near extinction of anchovy and sprat fisheries, and the introduction of the European zebra mussel to the Great Lakes cost the United States and Canada billions of dollars in respect of pollution control and cleaning of fouled underwater structures and pipelines.³

In February 2004, the [International Convention for the Control and Management of Ships' Ballast Water and Sediments](#) (BWM) was adopted by consensus at a Diplomatic Conference held under the auspices of the International Maritime Organisation (IMO) to prevent, minimise and ultimately eliminate the risks to the environment, human health, property and resources arising from the transfer of harmful aquatic organisms carried by ships' ballast water from one region to another.⁴ Four resolutions pertaining to the Convention were also adopted at the Diplomatic Conference⁵, and

¹ Agreed Conclusions, Trade and Development Commission, Third session, 6-10 June 2011
http://www.unctad.org/en/docs/ci3rd2011conclusions_en.pdf.pdf

² The other threats are land-sourced marine pollution, overexploitation of living marine resources and destruction of habitat,
<http://www.imo.org/OurWork/Environment/BallastWaterManagement/Pages/BWMConvention.aspx>.

³ For further examples of Aquatic Invasive Species see
[http://www.imo.org/OurWork/Environment/BallastWaterManagement/Pages/AquaticInvasiveSpecies\(AIS\).aspx](http://www.imo.org/OurWork/Environment/BallastWaterManagement/Pages/AquaticInvasiveSpecies(AIS).aspx)

⁴ For the preceding work of the IMO, see MEPC Resolution 50(31), 1991, and IMO Assembly Resolution A.774(18), 1993, both titled, *Guidelines for Preventing the Introduction of Unwanted Organisms and Pathogens from Ships' Ballast Water and Sediment Discharges*, and IMO Assembly Resolution A.868(20), 1997, *Guidelines for the control and management of ships' ballast water to minimize the transfer of harmful aquatic organisms and pathogens*. See further Article 196(1), UNCLOS 1982 and the 1992 Convention on Biological Diversity.

⁵ Conference resolution 1: Future work by the Organisation pertaining to the International Convention for the Control and Management of Ships' Ballast Water and Sediments; Conference resolution 2: The use of decision-making tools when reviewing

subsequently, various Guidelines have been developed by the IMO to encourage its uniform implementation.⁶

The Convention appears to be receiving widespread support as, since February 2010, it has received seven further accessions.⁷ As a result, the Convention has nearly satisfied its conditions for entry into force, having received 28 out of the requisite 30 ratifications, representing 25.43% of the necessary 35% of world tonnage.⁸ In addition to the significant efforts made by the IMO Member Countries to establish an international regulatory framework, many countries and even sub-national jurisdictions have unilaterally developed or are developing national or local legislation,⁹ which remains generally consistent with the current IMO Guidelines relating to ballast water. It is therefore essential for shipowners and ship operators, along with those responsible for Flag State and Port State inspections, to familiarise themselves with the relevant obligations outlined in the Convention and respective Guidelines. As the international regulatory landscape for ballast water management is likely to change soon, other States may, too, wish to consider the merits of accession. Against this background and to assist in the understanding of the 2004 BWM Convention, a brief overview of its key features is provided below.

As already noted, the Convention has the objective of eradicating the transfer of harmful aquatic organisms and pathogens, by regulating the control and management of ships' ballast water and sediments.¹⁰ When taking action pursuant to the Convention, Contracting States must endeavour not to impair or damage the environment, human health, property or resources, and must ensure that ballast water management practices used to comply with the Convention do not cause greater harm than they prevent.¹¹ Contracting States are also required to promote and facilitate scientific and technical research on ballast water management, and to monitor the effects of such management in waters under their jurisdiction.¹²

To which ships does the Convention apply?

The Convention applies to vessels of any type whatsoever operating in the aquatic environment, including submersibles, floating craft, floating platforms, floating storage units (FSUs) and floating production, storage and offloading units (FPSOs).¹³ Even so, the Convention only applies to ships entitled to fly the flag of a Contracting State, or alternatively, a ship under the authority of a

the standards pursuant to Regulation D-5; Conference resolution 3: Promotion of technical co-operation and assistance; Conference resolution 4: Review of the Annex to the International Convention for the Control and Management of Ships' Ballast Water and Sediments.

⁶ For a list of the Guidelines, see

<http://www.imo.org/OurWork/Environment/BallastWaterManagement/Pages/BWMGuidelines.aspx>.

⁷ In 2010, Brazil, Canada, the Cook Islands, Croatia, Malaysia and the Netherlands acceded to the Convention. In 2011, so far, the Islamic Republic of Iran has also acceded to the Convention. For the current ratification status of the Convention, see

<http://www.imo.org/About/Conventions/StatusOfConventions/Pages/Default.aspx>.

⁸ For the conditions for entry into force, see Article 18, 2004 BWM Convention.

⁹ These include Australia, Canada, Chile, Israel, New Zealand, the USA, various individual States within the USA and various individual ports around the world, such as Buenos Aires in Argentina, Scapa Flow in Scotland and Vancouver in Canada. For a brief overview of ballast water management arrangements in each IMO Member State, see

http://globallast.imo.org/index.asp?page=country_profiles/intro.asp.

¹⁰ See Article 2(1), 2004 BWM Convention. For the purpose of the Convention, "Ballast Water" is defined as *water with its suspended matter taken on board a ship to control trim, list, draught, stability or stresses of the ship*, whereas "Sediments" refer to *matter settled out of ballast water within a ship* (See Articles 1(2) and 1(11)).

¹¹ See Article 2, 2004 BWM Convention.

¹² See Article 6, 2004 BWM Convention.

¹³ See Article 1(12), 2004 BWM Convention. See also *Regulation B-3. Ballast Water Management for ships*, which details specific requirements for ballast water management in relation to the ship's capacity and date of construction, and *Regulation D-2. Ballast Water performance standard*, which sets out the amount of viable organisms that may be discharged per set volume of ballast water.

Contracting State.¹⁴ Certain vessels are also excluded from the Convention, for instance, ships not designed or constructed to carry ballast water, or ships which only operate within the jurisdictional area of a Contracting State.¹⁵ Furthermore, ships participating in programmes approved by Contracting States to test and evaluate new ballast water treatment technologies have the benefit of a five-year grace period before having to comply with the requirements of the Convention.¹⁶

The Convention requires that a standard of “no more favourable treatment” is exercised with regard to ships registered with non-Contracting States. Specifically, the Conventions provides that *"With respect to ships of non-Parties to this Convention, Parties shall apply the requirements of this Convention as may be necessary to ensure that no more favourable treatment is given to such ships."*¹⁷ As a consequence, it appears that ships of non-Contracting States may be obliged to observe the practices outlined in the Convention when entering and leaving the waters of Contracting States, thereby complying with the ballast water management requirements. This approach aims to ensure the widest-possible application of the Convention and to prevent ships that are registered in Contracting States suffering from a competitive disadvantage, which may otherwise provide a disincentive to ratification. At the same time, it means that all ships engaged in trade with Contracting States would be affected by the Convention, irrespective of the flag that they fly.

Physical Obligations

a) Ballast Water Management

The BWM Convention specifically requires that the discharge of ballast water must only be conducted through *ballast water management*.¹⁸ Such management refers to the *"mechanical, physical, chemical, and biological processes, either singularly or in combination, to remove, render harmless, or avoid the uptake or discharge of harmful aquatic organisms and pathogens within ballast water and sediments."*¹⁹

There are limited exceptions where the obligations under the Convention will not apply, for example, where the uptake or discharge of ballast water is necessary for the purpose of ensuring the safety of a ship in emergency situations, saving life at sea, or, for avoiding or minimising pollution incidents from the ship. Accidental discharges of ballast water resulting from damage to a ship are also excluded, provided that all reasonable precautions have been taken, and so long as the damage to the ship was not caused wilfully or recklessly.²⁰ In limited circumstances, exemptions may also be provided by Contracting States in waters within their jurisdiction, for example, to ships on voyages between specified ports or locations.²¹

The Convention recognises that ships differ in respect of their type, size and, in particular, their ballast water capacity, and therefore provides two standards of ballast water management: the *ballast water exchange standard* and the *ballast water performance standard*.

¹⁴ See Article 3(1), 2004 BWM Convention.

¹⁵ See Article 3(2), 2004 BWM Convention.

¹⁶ *Regulation D-4. Prototype Ballast Water treatment technologies*, 2004 BWM Convention.

¹⁷ See Article 3(3), 2004 BWM Convention.

¹⁸ See *Regulation A-2. General Applicability*, 2004 BWM Convention.

¹⁹ See Article 1(3), 2004 BWM Convention. "Harmful aquatic organisms and pathogens" are those which, if introduced into the sea, estuaries or into fresh water courses, *may create hazards to the environment, human health, property or resources, impair biological diversity or interfere with legitimate uses of such areas* (Article 1(8)).

²⁰ See *Regulation A-3. Exceptions*, 2004 BWM Convention.

²¹ See *Regulation A-4. Exemptions*, 2004 BWM Convention.

(i) Ballast Water exchange standard

To comply with this standard, ships performing ballast water exchange must do so with an efficiency of at least 95% volumetric exchange of ballast water. Ships must also carry out such operations, whenever possible, at least 200 nautical miles from the nearest land and in water at least 200 metres in depth. If this is not possible, then, in all cases the exchange should take place at least 50 nautical miles from the nearest land and in water at least 200 metres in depth; or in areas designated by Contracting States for such purposes.²²

(ii) Ballast Water performance standard

To comply with this standard, all ballast water must be treated to ensure that less than 10 viable organisms per cubic metre greater than 50 micrometres and less than 10 viable organisms per millilitre between 10-50 micrometres is discharged. In addition, organisms classed as "indicator microbes" have specific concentrations that must be complied with.²³

For ships constructed before 2009, depending on ballast water capacity, the *ballast water exchange standard* is acceptable until 2014 or 2016. Thereafter, ships must meet the *ballast water performance standard*, i.e. all ballast water will need to be treated. Ships constructed in or after 2009, but before 2012, with a ballast water capacity of 5,000 cubic meters or more, may also meet the *ballast water exchange standard* until 2016. All other ships constructed in or after 2009 must meet the *ballast water performance standard*.

Other methods of ballast water management may also be accepted as alternatives to the above standards, provided that such methods ensure the same level of protection to the environment, human health, property or resources, and are approved, in principle, by the IMO.²⁴

Ballast Water Management systems

Ballast Water Management systems used to comply with the Convention must be approved by the Administration, taking into account Guidelines developed by the IMO.²⁵ That is, unless they make use of active substance, for example, chemicals or biocides, in which case, they must be approved by the IMO.²⁶ All such systems must be safe in terms of the ship, its equipment and crew.

At the most recent meeting of the IMO's Marine Environment Protection Committee (MEPC) in October 2010, the Committee agreed to grant final approval to a further six ballast water management systems that make use of active substances, and to grant basic approval to a further three.²⁷ Such approval is likely to improve the prospects of the Convention gaining further ratifications, and subsequently satisfying its conditions for entry into force.

b) Sediment Management

In relation to sediment management, the ship's *Ballast Water Management plan* (see below) must contain provisions for the removal and disposal of sediments from the ship's ballast tanks.²⁸ Contracting States must also ensure that, in ports and terminals where cleaning or repair of ballast

²² See Regulation B-4. Ballast Water exchange and Regulation D-1. Ballast Water exchange standard, 2004 BWM Convention.

²³ See para 2 of Regulation D-2. Ballast Water performance standard, 2004 BWM Convention. Indicator microbes include *Toxigenic Vibrio cholerae*, *Escherichia coli* and *Intestinal Enterococci*.

²⁴ See para 7, Regulation B-3. Ballast Water Management for ships, 2004 BWM Convention.

²⁵ See for instance Guidelines for approval of ballast water management systems (G8) (resolution MEPC.174(58)).

²⁶ See Regulation D-3. Approval requirements for Ballast Water Management systems, 2004 BWM Convention.

²⁷ See MEPC 61/24, Report of the Marine Environment Committee on its sixty-first session (Secretariat), at pp. 8-9. For the further work of the MEPC and the Ballast Water Review Group, see MEPC 61/24, pp. 7-16. For an overview of the status of ballast water treatment technology, see <http://www.intertanko.com/Topics/Environment/Ballast-water-/Ballast-Water-Treatment-Technology/>.

²⁸ See Regulation B-5. Sediment Management for ships, 2004 BWM Convention.

tanks occurs, adequate facilities are provided for the reception of sediments, which operate efficiently and provide for the safe disposal of such sediments.²⁹

Documentary Obligations

The Convention also requires that certain documents are on board the ship at all times. Accordingly, each ship must have a *Ballast Water Management plan*, a *Ballast Water record book* and an *International Ballast Water Management Certificate*.

(i) Ballast Water Management plan

The Convention requires ships to have on board and implement a *Ballast Water Management plan*, which, *inter alia*, details safety procedures for the ship and crew associated with ballast water management, along with procedures for the disposal of sediments.³⁰ Such plans are specific to each ship and must be approved by the Administration of the Contracting State.

(ii) Ballast Water record book

Ships must also have on board a *Ballast Water record book* detailing each ballast water operation.³¹ For instance, the record book must reflect when water is taken on board; circulated or treated for ballast water management purposes; and discharged into the sea or into a reception facility. Accidental or other exceptional discharges of ballast water must also be recorded. Record book entries must be maintained on board the ship for a minimum period of two years after the last entry has been made, and thereafter in the Company's control for a minimum period of three years.

(iii) International Ballast Water Management Certificate

To ensure compliance, ships of 400 gross tonnes and above that are under the authority of a Contracting State must be surveyed³² by that State in accordance with the Regulations provided in the Annex to the Convention.³³ Following successful completion of a survey, ships should be issued an *International Ballast Water Management Certificate* by the Administration, via nominated surveyors or recognised organisations, for a period not exceeding five years.

Ships may also be inspected by the port authorities of other Contracting States to ensure compliance. Generally, such inspections are limited to the verification of the ship's certificate, inspection of the ship's ballast water record book, and sampling of the ship's ballast water. A more detailed inspection may be carried out however, where there are clear grounds for believing that the ship's certificate does not correspond to the condition of the ship, or where essential shipboard procedures relating to ballast water management have not been implemented. Where such detailed inspections are carried out, the ship in question must be prevented from discharging ballast water until it can do so without presenting a threat of harm to the environment.³⁴

²⁹ See Article 5, 2004 BWM Convention.

³⁰ See *Regulation B-1. Ballast Water Management plan* and *Regulation D-3. Approval requirements for Ballast Water Management systems*, 2004 BWM Convention. Germanischer Lloyd has produced a booklet on standard operational guidance for the planning and management of ships' ballast water and sediments. The publication describes safe procedures for handling ballast water in order to comply with international as well as regional legislation. See further http://www.gl-group.com/en/press/news_22949.php

³¹ See *Regulation B-2. Ballast Water record book* and Appendix I, 2004 BWM Convention.

³² See *Regulation E.1. Surveys*, 2004 BWM Convention. This Regulation does not apply to floating platforms, FSUs or FSPOs.

³³ See Articles 4 and 7, 2004 BWM Convention. See also Section E of the Annex to the Convention for survey and certification requirements.

³⁴ See Article 9, 2004 BWM Convention.

Sanctions

Contracting States must establish sanctions under their national laws for violations of the Convention, wherever such violations occur.³⁵ Where ships have violated the Convention, they may be warned, detained or excluded by Contracting States,³⁶ however, all reasonable efforts should be made to avoid a ship being unduly detained or delayed, and a ship may be entitled to compensation if such unduly detention occurs.³⁷

Additional specified standards or requirements in respect of ballast water and sediment management may also be imposed by Contracting States where it is determined that such measures are necessary, as long as such measures are consistent with international law.³⁸ In such cases, a Contracting State should consult with adjacent or other States that may be affected by such standards or requirements, and such intentions should also be communicated to the IMO.

Given that the BWM Convention has nearly satisfied its conditions for entry into force, ships registered in Contracting States to the Convention, as well as ships engaged in trade with Contracting States, will need to consider investing in one of the ballast water treatment systems currently available and approved by the applicable Administration and/or the IMO. The cost of modifying an existing system or installing a new system is likely to be a significant factor when selecting the appropriate technology, and shipowners should ensure that the chosen system allows them to comply fully with the current regulations. As noted above, the requisite documentation will need to be developed for each ship, and ships will also need to be surveyed to obtain an *International Ballast Water Management Certificate*. In addition, crew members that will be involved in the operation of the ballast water management system will need to be properly trained to do so.

For further information, please contact Jennifer Lavelle, jennifer.lavelle@unctad.org, or Regina Asariotis, regina.asariotis@unctad.org, Trade Logistics Branch, DTL, UNCTAD

The Debate on Container Freight Derivatives intensifies

There has been much debate recently over the development and use of Container Freight Swap Agreements (CFSAs). Clarksons, the world's biggest shipbroker and pioneer of dry bulk cargo derivatives in the early 1990s, made the first container derivative trade in January 2010. They estimate that, by the end of 2011, container derivatives may be worth 5-10% of the physical market. In principle, CFSAs offer shippers and carriers the opportunity to manage freight rate risk of containerised cargo over a given period. They were developed following the recent volatility in prices (see Figures 3 and 4) and introduction of a benchmark index.

CFSAs are a hedge on future freight rates. They are price agreements between two counterparties (for example, on the supply side the shipping lines, and on the demand side exporters, freight forwarders and trading companies) for a certain volume of containers, on a particular trade route and over a specified future period (up to two years). At the end of the contract period, the counterparties settle (in cash) the difference between the pre-agreed contract price and the actual spot market price on that day.

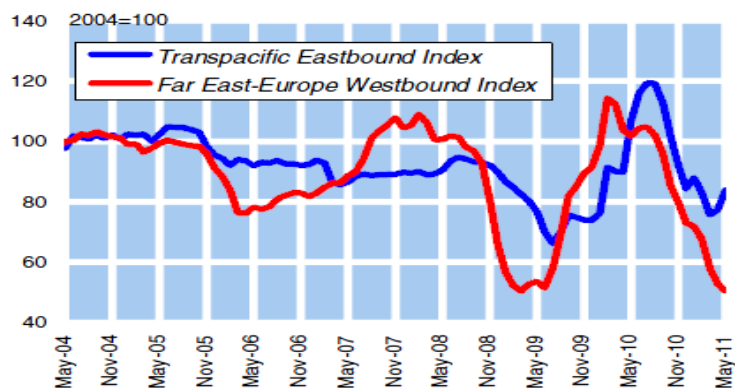
³⁵ See Article 8, 2004 BWM Convention.

³⁶ See Article 10, 2004 BWM Convention.

³⁷ See Article 12, 2004 BWM Convention.

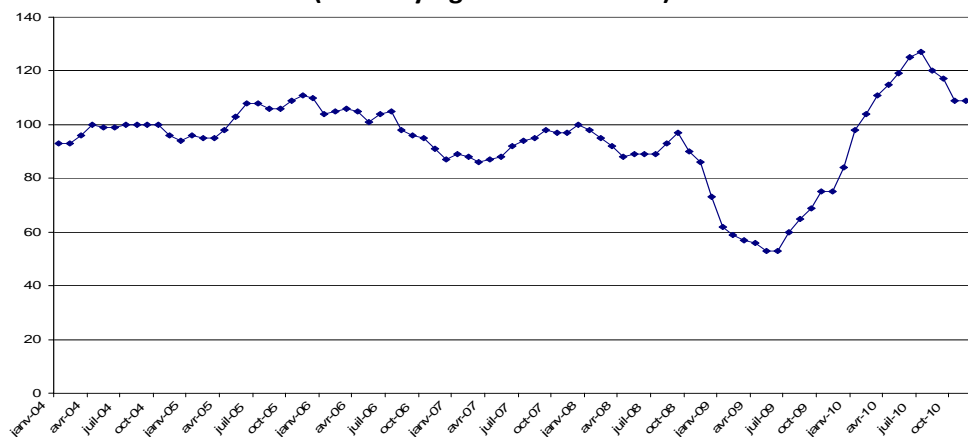
³⁸ See *Regulation C-1. Additional Measures*, 2004 BWM Convention.

Figure 3: Freight Rate indices of container cargo originating from China 2004-2011*



Source: Clarkson Research Services (2011), *Container Intelligence Monthly*, June. *Data derived from the Shanghai Shipping Exchange and inclusive of some surcharges.

Figure 4: Liner freight indices for German-owned container cargoes, 2004–2010 (Monthly figures: 1995 = 100)



Source: Compiled by the UNCTAD secretariat, on the basis of information in various issues of *Shipping Statistics and Market Review*, published by the Institute of Shipping Economics and Logistics.

If the market grows stronger and prices increase, from the date of the contract to the date of its conclusion, the buyer of a CFS will benefit. The CFS buyer will sell back his position at the current higher spot price and pocket the difference. He/she is then free to purchase freight services at the spot price on the open market. The buyer has paid less for the shipment of the container than he/she would have done if it was purchased on the spot market when the cargo was ready. Thus the buyer has successfully hedged against an increase in cost of the underlying physical market. On the other hand, if the market softens and prices decrease, the seller of the CFS benefits.

With the current CFSAs, settlement is effected against the rate of the Shanghai Container Freight Index (SCFI), published by the Shanghai Shipping Exchange. The index is comprised of freight rates from Shanghai to a number of mainline ports around the world, giving USD per TEU or FEU assessments on 15 routes. At the moment, the SCFI only has routes originating from China. Drewry Shipping consultants announced, in May 2011, plans to launch a new index that would report weekly on other routes.

The ease of execution and cash settlement have made CFSAs an interesting option for shippers and others. Since the price is set by the market, it gives carriers more time to concentrate on their relationships with customers and the services they provide. Yet many carriers do not see this as an advantage. They would rather not see container shipping become a tradable commodity. In order to

help alleviate concerns, more investigation is needed into what happens when CFSAs are purchased by those (i.e. speculators) who have no intention of using their hedged positions to buy freight services in the real market once the contracts have concluded.

Derivatives in general are not well-perceived by many, because of their role in the recent global financial crisis. Carriers are on the whole resistant to the idea, arguing that speculative forces will destabilise the market, making it more liquid, and create even more price volatility. Similar doubts surfaced when Forward Freight Agreements (FFAs) for dry bulk cargo were introduced in the early 1990s. The market for these only took off in 2003, when China began to import large volumes of raw materials. They are now fully established as an important market tool and are worth 40% of the physical market. Brokers say that, where freight costs account for a big fraction of the retail price, the ability to hedge shipping costs is an active approach to risk-management. FFAs did assist shippers in hedging against price volatility in 2008 when the physical dry bulk market collapsed.

However, container shipping is seen as less suited to futures trading than dry bulk shipping as it requires the negotiation of long-term contracts that contain specific provisions other than price and volume (such as free use of containers and inland delivery). Such contracts are viewed as the best way to provide stability in the current climate where freight rates still seem to be decreasing. Brokers argue that these types of contracts and derivatives do not have to be seen as exclusive, that shippers and carriers could negotiate a contract and peg rate changes to the SCFI or to a more suitable index.

While the debate on containerised freight derivatives continues, most agree that to bring longer-term stability to container trades some indices are required. The Container Freight Derivatives Association, established to act as a neutral and unified voice for users of freight derivatives, is keen to engage all industry players in discussions about the role that these new risk management tools could play in the future.

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Memorandum of Understanding signed between UNCTAD and the Union of African Shippers Councils

On 10th June 2011, UNCTAD signed a Memorandum of Understanding (MoU) with the Union of African Shippers' Council (UASC). The MoU is aimed at strengthening the framework of cooperation between the UASC and UNCTAD over the next three years through consultations and regular exchange of views.

Building upon UNCTAD recommendations to protect shippers' interests in developing countries in the 1960s and 1970s, National Shippers' Councils were set up in various parts of the world. The Union of African Shippers' Council was established in January 1977 by the Maritime Organisation of West and Central African States. It is headquartered in Cameroon and currently has 16 members: Angola, Benin, Burkina Faso, Cameroon, Congo, Cote d'Ivoire, Gabon, Ghana, Mali, Niger, Nigeria, Democratic Republic of Congo, Senegal, Togo, Guinea Conakry and Equatorial Guinea. South Africa and Kenya are set to join.

The UASC is mandated to provide assistance to African shippers and protect their interests throughout the transport chain. Its duties include, for example, strengthening the mechanisms for consultation and negotiation with maritime conferences and shipping lines whose ships service West and Central African ports; reducing the effects of transportation costs on member countries; streamlining traffic and optimising shipping services; establishing and maintaining relationships with transport associations, ports, shippers councils of other countries and international organisations and institutions; and reducing administrative red-tape in international maritime traffic.



UNCTAD will cooperate with the UASC under the new MoU through technical assistance, capacity-building, training, and research and analysis on subject matters of specific interest to UASC members. UNCTAD staff and representatives discussed areas for potential collaboration with the UASC during a meeting held on 8 June 2011. Both parties expressed interest in:

- The UASC becoming more involved in UNCTAD's Port Training Programme, either by providing financing and training facilities, as the case in several countries, and/or by participating directly in the training. The latter will build the capacity of UASC members to better understand best practices with regard to port functioning and the management and development of ports, and enable them to better serve their clients.

- UNCTAD continuing to support West African countries in their negotiations of trade facilitation issues at the WTO. Shippers Councils have already in the past participated in national and regional workshops organised and facilitated by UNCTAD in the West African region. UNCTAD and the UASC will identify issues of common interest which may merit further seminars or round tables.
- UNCTAD and the UASC working together to develop specific project proposals for external financing. These could be in areas such as transport corridor developments or institutional strengthening of the national Shippers Councils themselves (for example, capacity building to enable the delivery of a variety of tailored services, such as legal advice, to their clients). In particular, in UNCTAD's endeavours to support landlocked countries, there is a common interest in working with the UASC to facilitate transit trade and its transport. UNCTAD and the UASC will also increase their exchanges of statistical information.

For further information, please visit

<http://www-dev.unctad.org/Templates/Page.asp?intItemID=6001&lang=1> or contact Jan Hoffmann, jan.hoffmann@unctad.org, or Nishta Jogoo, nishta.jogoo@unctad.org, Trade Logistics Branch, Division on Technology and Logistics, UNCTAD.

Recent amendments to IMO Codes for the safe carriage of goods by sea

The **International Maritime Solid Bulk Cargoes (IMSBC) Code** has superseded the *Code of Safe Practice for Solid Bulk Cargoes* (BC Code), and is now mandatory for all ships carrying solid bulk cargoes, irrespective of their keel-laying date or gross tonnage.³⁹ The IMSBC Code was adopted by the IMO Maritime Safety Committee at its 85th Session in December 2008, along with amendments to SOLAS Chapter VI that make the Code mandatory.⁴⁰ These amendments entered into force on 1 January 2011.

The IMSBC Code aims to facilitate the safe stowage and shipment of solid bulk cargoes by supplying information regarding the dangerous nature of certain cargoes. The Code also provides detailed requirements that relate to their safe carriage, safe loading and discharge, and trimming procedures, along with advice concerning the safety of ship personnel.

The IMSBC Code is very similar to the BC Code although existing schedules have been fully updated with some modifications; new individual schedules for certain cargoes have been added, as well as guidance on the safe carriage of cargoes that are not contained in the Code. Survey and certification in respect of the IMSBC Code are not mandatory, although owners must be aware that Port State Controls and the Port Authorities of various States require that a valid Certificate of Compliance is available on board. Classification societies should be able to issue such Certificates for the carriage of all cargoes listed in the IMSBC Code.

The **International Maritime Dangerous Goods (IMDG) Code** has also recently been amended, as part of its regular updating process. The IMDG Code is one of the key instruments concerned with the safety of merchant ships, as it provides a uniform international code for the transport of

³⁹ See further <http://www.imo.org/ourwork/safety/regulations/pages/bulkcarriers.aspx>.

⁴⁰ For further information on the work of the MSC in this context, see MSC 85/26, *Report of the Maritime Safety Committee on its eighty-fifth session* (Secretariat). For the full text of the IMSBC Code, see Resolution MSC.268(85), attached at Annex 3, MSC 85/26/Add.2.

dangerous goods by sea.⁴¹ Detailed recommendations are given in relation to specific dangerous substances and materials, along with recommendations for good operational practice, including advice on terminology, packaging, labelling, stowage, segregation and handling, and emergency response action.

The IMDG Code further supplements the regulations contained in Chapter VII (Carriage of Dangerous Goods) of the *International Convention for the Safety of Life at Sea* (SOLAS), 1974, as amended. A number of dangerous substances included in the IMDG Code have also been identified as substances harmful to the marine environment, *i.e.* marine pollutants, for the purposes of Annex III of the *International Convention for the Prevention of Pollution from Ships*, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

The IMDG Code has been mandatory since 1 January 2004 and is updated every two years to accommodate new dangerous goods and to supplement or revise existing provisions. At the 87th Session of the IMO Maritime Safety Committee (MSC) in May 2010, Amendment 35-10 was adopted, which includes revisions to various sections of the IMDG Code and to transport requirements for specific substances.⁴² Among other changes, the Amendment allows electronic shipping papers to be used as an equivalent to the more traditional paper-based documentation, and a new provision requires the consignor and the carrier to retain Dangerous Goods documents for 3 months. The IMDG Code as amended will be mandatory from 1 January 2012 but may be applied on a voluntary basis from 1 January 2011.

For further information, please contact Jennifer Lavelle, jennifer.lavelle@unctad.org, or Regina Asariotis, regina.asariotis@unctad.org, Trade Logistics Branch, DTL, UNCTAD



⁴¹ See further <http://www.imo.org/OurWork/Safety/Cargoes/Pages/DangerousGoods.aspx>.

⁴² For further information on the work of the MSC in this context, see MSC 87/26, *Report of the Maritime Safety Committee on its eighty-fifth session* (Secretariat). For the 2010 amendments, see Resolution MSC.294(87) attached at Annex 8, MSC 87/26/Add.1 (at pp. 73-158 of the document).

Maritime Economics & Logistics Journal, Volume 13, Number 2

The Maritime Economics & Logistics is a quarterly journal dedicated to the methodological analysis of global supply chains, in particular, ocean transportation, ports, marine terminals and maritime logistics. This issue contains articles presented at the 2010 World Conference on



Transport Research in Lisbon. It deals with topics stemming from recent trends in trade volumes and containerisation; increased volatility of maritime, port flows and vessel size; and chain integration.

For example, it examines the extent to which port competition and complementarity can co-exist, and whether these notions are applied by shipping companies. It tests what best explains the seaport's level of efficiency. The link is made in one article between vessel prediction capabilities and savings that can be made in allocating port resources. It shows how important such savings can be over the total volume of traffic. One article tries to minimise the costs from vessels' late departure and maximise premiums from early departure. Another tries developing a tool to find the right vessel in terms of capacity, speed, etc for each type of business. The last article tests to what extent structural models, in particular non- and semi- parametric models, have a key role in shipping market prices.

<http://www.palgrave-journals.com/mel/index.html>

Maritime Policy & Management Journal, Volume 38, Issue 3

The Maritime Policy & Management Journal provides the opportunity for publishing and exchanging views on topics such as business, organisational, economic, socio-legal and management issues at port, community, shipping company and shipboard levels. It also contains details of conferences and book reviews.

Presented during the 2010 World Conference on Transport Research as well, the papers in this issue deal with aspects of maritime and port market power and competitiveness. More and more, ports and the maritime chain are considered as sections of a longer logistics chain. It is clear that a chain is only as strong as its weakest link. Thus, all actors have an interest in the overall performance of the chain, even for the sections that are out of control or out of reach.

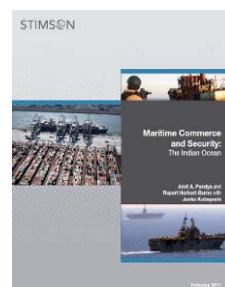
This issue looks into the power that shipping companies might have acquired through the existence and/or formation of monopolies or

oligopolies. It deals with ro/ro shipping and its double-loading problem. Four strategies to tackle uncertainty in product markets are identified. It discusses reasons for port-related uncertainty, and considers maritime logistics hubs, their functional forms and success factors. A port capacity and efficiency index is developed. It also tests to what extent port satisfaction, competitiveness and service delivery effectiveness are perceived as different concepts, and looks into different port governance systems.

<http://www.tandf.co.uk/journals/journal.asp?issn=0308-8839&linktype=1>

Maritime Commerce and Security: The Indian Ocean

New publication by the Stimson Center



The Stimson Center is a non-profit with the objective of enhancing international peace and security through a combination of rigorous analysis and outreach. Their early work in the Indian Ocean region depicted developments in the maritime sphere (resources, environment, governance and security) as critical to the broader regional security environment. Previous publications related to the region were *The Indian Ocean: Resource and Governance Challenges* (Stimson 2009) and *Coastal Zones and Climate Change* (Stimson 2010), which focused on the environmental dimensions of the Indian Ocean.

This current publication looks at the Indian Ocean as an increasingly vital maritime space. It examines the maritime agenda from an economic and shipping perspective, and factors in issues of security (from the safety of ships and their crews to the larger security concerns of littoral states and major powers for whom the sea is a lifeline for prosperity and growth). The study is organised by three broad categories: Maritime Commerce, Maritime Infrastructure, and Maritime Issues and International Security. It uses research in the trade and academic press, as well as field visits and interviews with scholars, government officials, regulators, mariners, port officials and business executives in several sectors of the shipping industry. The authors visited ports and other maritime institutions in Singapore, Malaysia, Indonesia, India, Bangladesh, Pakistan, the United Arab Emirates, Egypt, Tanzania, Kenya and Mauritius.

<http://www.stimson.org/images/uploads/research-pdfs/March4 - Full.pdf>

Theory and Practice of Shipping Freight Derivatives

Book edited by Manolis G. Kavussanos and Ilias D. Visvikis

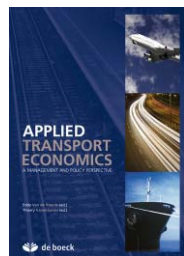
This book presents the views on shipping freight rate derivatives of leading expert practitioners in the field. It offers good practices from divergent and different points of view. As an inherently volatile industry, shipping is characterised by a high risk-high return profile, making its rates and prices difficult to forecast. As a consequence business projects are less accurately budgeted. Therefore, the identification and management of any such business risks is imperative. It can make the difference between success or failure when contending with the adverse price movements of the market and the intense competition which exists in this global industry.

Freight rates and their fluctuation constitute the most significant source of business risk. Increasing recognition of this risk has brought about the development of more and more derivative products, which have begun to offer more effective, flexible and cheaper ways to manage risk. The issue of freight derivatives has become particularly pertinent following the global financial crisis.

<http://riskbooks.com/theory-and-practice-of-shipping-freight-derivatives>



Applied Transport Economics



New book by Eddy Van de Voorde and Thierry Vanellander

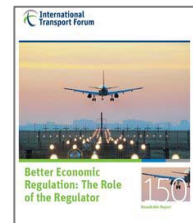
This book covers topics such as the interface between transport business economics, transport policy and road pricing, welfare economics and cost-benefit analysis, as well as the valuation of transport time. It looks at these topics from a management and policy perspective. It offers a collection of scientific contributions by prominent authors from the field of transport economics, and complements the earlier handbook, 'Transport Economics' published by de boeck.

http://hoqer.deboeck.com/titres?id=80905_1

Improving Economic Regulation in Transport

"Better Economic Regulation: The Role of the Regulator" is the new report from the International Transport Forum, a transport policy think tank at the OECD. It focuses on how to achieve effective independent regulation of transport infrastructure and how to reconcile this independence with the legitimate control of policy by the executive part of government. The report is based on an exchange of views between experienced regulators and leading experts on network industry regulation.

It argues that the transparency created by a fully independent regulator is vital in ensuring that sufficient investment is forthcoming, while maintaining reasonable conditions for user access. The report concludes that there are opportunities to improve performance significantly in the aviation, rail and road sectors, by learning from successful experiences in improving governance structures in a range of countries.



<http://www.oecdbookshop.org/oecd/display.asp?lang=EN&sf1=identifiers&st1=9789282103272>

Single Window Implementation Framework (SWIF)

The UNECE's SWIF is an adaptation of the TOGAF Architecture Development Method to the specific requirements and features of Single Window projects. Part I of the SWIF provides the conceptualisation of the framework. For long-run success, Single Window implementations need to align IS and business strategies within the national and international setting and developments. They typically follow a step-wise, phased approach and the SWIF provides a coordination mechanism between the overall project and sub-projects. Based on prioritisation and impact, sub-projects involve a smaller set of stakeholders and may focus on a sub-set of activities of the SWIF method.

Part II of the SWIF presents a set of guidelines and techniques related to five areas that are essential for Single Window implementation: stakeholder management and interagency collaboration, business process analysis and simplification, data harmonisation, interoperability, and the realisation of the legal framework.

<http://www.unece.org/cefact/SingleWindowImplementationFramework.pdf>

Paperless trade and Single Window initiatives, Good practices in Asia

The United Nations Network of Experts for Paperless Trade in Asia and the Pacific (UNNEXT) is showcasing a series of briefs which cover critical issues to be tackled for the successful development of paperless trade and Single Window initiatives. They include good practices and lessons learnt in the region and beyond. The latest and 6th Policy Brief is entitled "Japan's development of a Single Window - Case of NACCS".

<http://www.unescap.org/unnext/pub/brief.asp>

Transport Outlook 2011 launched

The Transport Outlook 2011, by the OECD's International Transport Forum, reviews recent developments in the transport sector and discusses future scenarios, given a world population of 9 billion predicted by 2050. The latter, together with rising incomes, will cause global mobility to expand strongly through 2050. If infrastructure and energy prices allow, there will be around 3 to 4 times as much global passenger mobility (passenger-kilometres travelled) in 2050 as in 2000, and 2.5 to 3.5 as much freight activity, measured in ton-kilometres.

This 2011 edition updates the work of earlier ones (2008 through 2010) to focus on five main topics: 1/ the development of global transport demand in the very long run (macroscopic view), 2/ the modal distribution of transport demand, 3/ the interaction between transport demand, CO²-emissions and transport tax revenues, 4/ peak car travel in advanced economies, and 5/ international sea and air freight transport flows (pre- and post-crisis trends).

<http://www.internationaltransportforum.org/Pub/pdf/11Outlook.pdf>

Harmonized System Nomenclature 2012 now available

The Harmonized System (HS), from the World Customs Organization, is an international nomenclature used by more than 200 Customs administrations as a basis for their Customs tariff and collection of trade statistics. Over 98% of the merchandise in international trade is consequently classified in terms of the HS Nomenclature. Both the public and private sectors use the HS as the sole means of identifying and codifying goods, in order to facilitate international trade and ensure proper and harmonised application of Customs rules.

The 2012 version of the HS contains 220 amendments that will increase the precision of the Nomenclature texts to ensure their uniform

application. Environmental issues are the main feature of the HS 2012 amendments (especially Chapter 3 and the separate identification of certain species of fish and crustaceans, molluscs and other aquatic invertebrates). The amendments should enhance the quality and accuracy of data relating to trade in these commodities. In addition, several new subheadings have been created and others deleted to reflect current trade practices.

<http://wcoomdpublishings.org/harmonized-system-2012.html?selected=cat1>

UNECE Roster of PPP Experts

To tackle the chronic skills deficit within public administrations on PPPs, perceived as the main barrier to implementing PPPs in most countries, the UNECE has over the years built a longstanding capacity programme and attracted many experts from around the world (through its UNECE's intergovernmental Team of Specialists on PPPs). In this vein, it recently launched a call for experts to join its "Roster of PPP experts".

This follows a new initiative, the UNECE PPP centre of excellence (CoE), which is aimed at promoting and coordinating research, training, and knowledge-sharing in PPP. The overall objective is to (i) assess PPP capability development in developing countries and assist governments in implementing best practice PPP policy, and (ii) promote and diffuse best practices internationally through the UNECE PPP Toolkit (an integrated system of documents designed to help governments develop their local PPP capabilities).

If you are interested in joining the roster, please follow the survey link: <http://www.surveymonkey.com/s/RGNKXQD>

ASYCUDA Newsletter, June 2011 issue

The latest bi-annual ASYCUDA newsletter was recently posted online. This first issue of 2011 presents several of the team's country-specific projects, such as the implementation of ASYCUDAWorld in Djibouti and in Trinidad & Tobago. It highlights topics covered at the Customs Directors meeting of the Oceania Customs Organisation (OCO) and the IT Conference and Exhibition, "Cloud Computing: A New Era for Customs and Trade", both held in May 2011.

The newsletter also describes the ASYCUDA team's cooperation with the World Customs Organisation and addresses, in particular, the question of ASYCUDA's compatibility with WCO data model version 3.

<http://www.unctad.org/templates/Page.asp?intItemID=5784&lang=1>

Port Management Association of Eastern and Southern Africa e-newsletter

The Port Management Association of Eastern and Southern Africa's ePMAESA Newsletter is a monthly newsletter covering maritime news and information on ports of Eastern and Southern Africa. This April-May 2011 issue of the newsletter highlights past and upcoming meetings, the PMAESA 2011 Work Plan, a new anti-piracy code, record performances at Ngqura container terminal, new plants to aid dust control at Saldanha Port, and so on.

For further information, please visit http://www.pmaesa.org/information/ePMAESA_newsletter/2011.htm or contact George Sunguh, Communications Officer, PMAESA

ASYCUDA mentioned in the EAC Source Book for One Stop Border Posts

In its efforts to attain seamless border operations, the East African Community (EAC) organised a workshop in May 2011, bringing together around 100 stakeholders from the EAC, other regional organisations, the private sector and development partners. The aim was to introduce the draft of a Source Book with information on preparing regulations and operational guidelines for One Stop Border Posts (OSBPs). The Source Book reviews lessons learnt to date on introducing and operating OSBPs across Africa and highlights some of the latest thinking about OSBP management.

Under the OSBP concept, traffic will stop only once in each direction, border control laws of one country will fully apply in a "common control zone" between two states, exit and entry procedures will be undertaken in the country of entry from a single location, border control officers will conduct joint inspections, and so on.

In this respect, the EAC is upgrading to UNCTAD's ASYCUDA World, which builds upon the successful experiences of ASYCUDA++ (designed to function in difficult telecommunications environments, but also to operate through GSM networks that are already widespread in developing countries). Being web-based, the ASYCUDAWorld system will allow Customs Administrations and traders to handle most of their transactions (from Customs Declarations to Cargo Manifests and Transit documents) via the Internet.

For more information please contact Owora Richard Othieno, othieno@eachg.org, Corporate Communications and Public Affairs, EAC

IML offering an Executive Master in Global Supply Chain Management

The International Institute for the Management of Logistics, a partnership between L'École Polytechnique Fédérale de Lausanne and L'École des Ponts ParisTech, organises each year in Lausanne and in Paris an Executive Master in Global Supply Chain Management.

This Executive Master provides all participants with the know-how and competence necessary for planning and implementing logistical projects at the strategic as well as operational levels. The course is conceived for University graduates (Master's degree or equivalent titles) who wish to gain an additional special education in logistics. Continuing educational programs which respond to the Supply Chain training needs of national and multinational companies are also available.

<http://iml.epfl.ch>

Asia-Pacific Trade Facilitation Forum, 4-5 October 2011

Under the auspices of the United Nations Network of Experts for Paperless Trade in Asia and the Pacific (UNNExT), the annual Asia Pacific Trade Facilitation Forum (APTFF) will be held in Seoul between 4 and 5 October 2011. The theme of the 2011 forum will be "Trade Facilitation beyond Borders: International Supply Chain Efficiency".

Side events will include a Multimedia Exhibition on Trade Facilitation, a Study Tour to the Incheon Port and several UNNExT Capacity Building Workshops, for example, on data harmonisation and addressing the legal aspects of single window and paperless trade.

<http://www.unescap.org/tid/projects/tfforum11.asp>

International Conference on Logistics and Multimodal Transport, 9-11 October 2011

The International Multimodal Transport Association (IMMTA) is organising a Conference on Logistics and Multimodal Transport in Las Palmas, Canary Islands, Spain between 9 and 11 October 2011.

The conference will focus on the role of the Logistics Operator within different services (including insurance for the operators and cargo) and the international regulation of liability for multimodal transport, with special focus on the Rotterdam Rules (the new United Nations Convention on Carriage of Goods Wholly or Partly by Sea 2008).

<http://www.immta.org/>