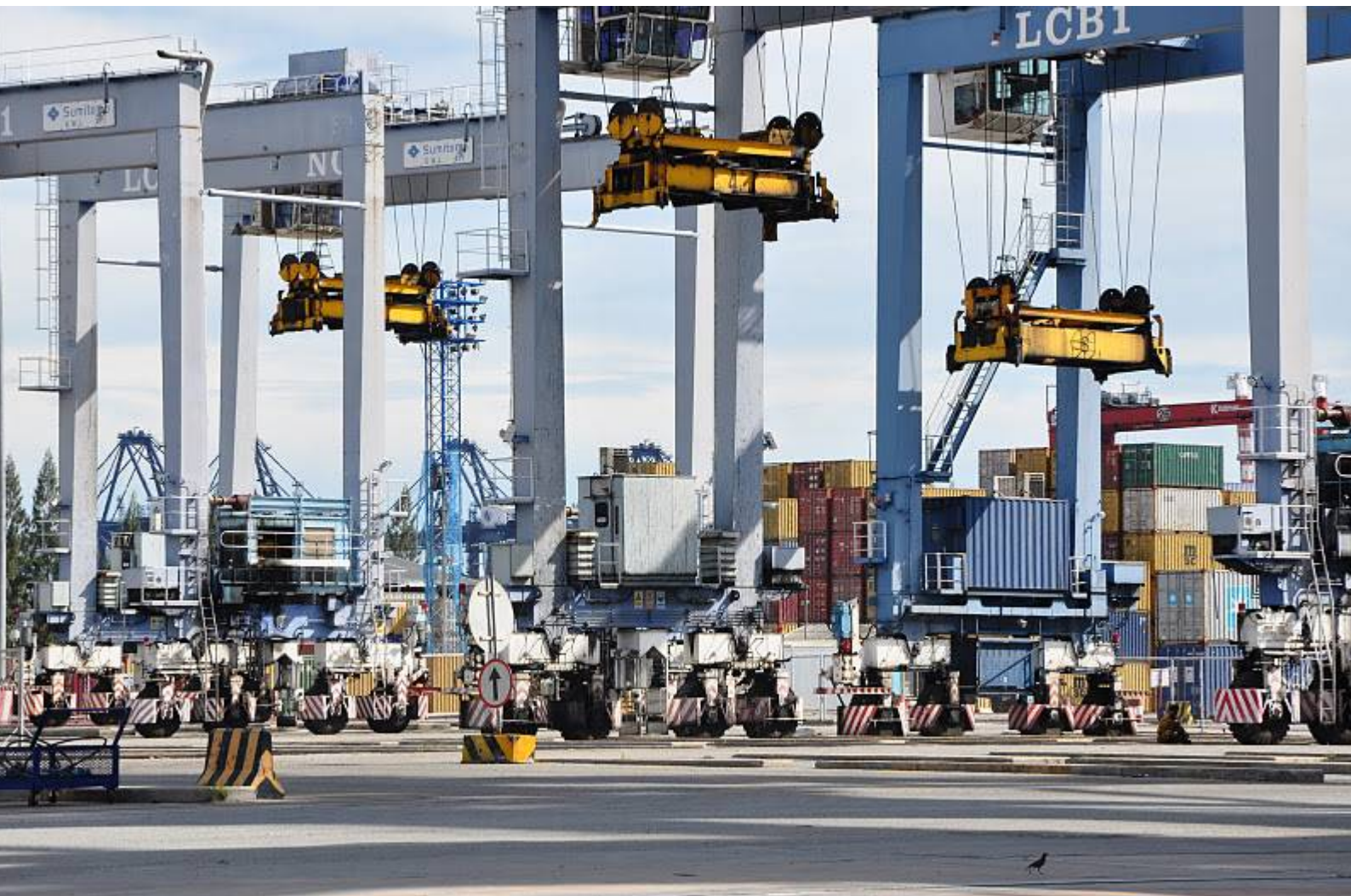


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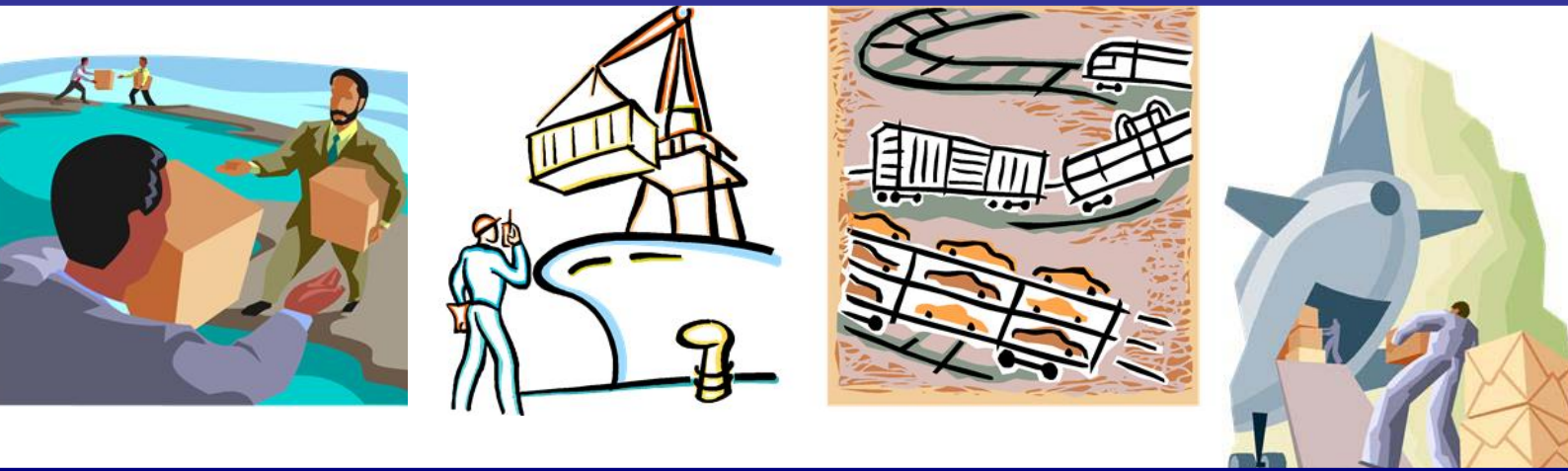


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Editorial

Dear Readers,

Happy New Year! The Trade Logistics Branch of the UNCTAD Division on Technology and Logistics wrapped up 2011 with its Multi-Year Expert Meeting in Geneva on Transport and Trade Facilitation: Challenges and Policy Options. The presentations and discussions at the meeting clearly highlighted the critical role played by transport and trade facilitation in helping developing countries integrate into the world economy, and showed participating countries' eagerness for overcoming challenges and implementing transport and trade facilitation policies (page 6).

The latest Review of Maritime Transport (RMT 2011) was launched on 23 November 2011. This flagship publication of the Trade and Logistics Branch, Division on Technology and Logistics, has been published annually since 1968. It reports on the worldwide evolution of shipping, ports and multimodal transport related to liquid bulk, dry bulk and container traffic, and provides updated statistics on seaborne trade, fleet ownership and registration, shipbuilding and demolitions, freight rates, liner shipping connectivity and port traffic (see page 5).

Moreover, the UNCTAD Transport Newsletter continues to provide a space for UNCTAD and its partners, including international organisations, NGOs and academics, to share information on recent and upcoming events, and publications on international transport and trade facilitation. News briefs are gathered after page 17.

Feedback, as well as comments and suggestions for our next Transport Newsletter, are welcome until March 2012. Please contact Jan Hoffmann, jan.hoffmann@unctad.org, or Nishta Jogoo, nishta.jogoo@unctad.org.

The Trade Logistics Branch Team, Geneva, January 2012

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



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Launch of UNCTAD Review of Maritime Transport 2011

Review of Maritime Transport (RMT 2011) shows that, after contracting in 2009, the demand for international shipping increased in 2010. Positive turnarounds were recorded in seaborne trade volumes especially in the dry bulk and container trade segments. Total seaborne trade reached an estimated 8.4 billion tons. However, as seaborne trade is subject to the same uncertainties and shocks that face the world economy, there remain risks to the sustained recovery and stability of the industry.



On the supply side, 2010 saw record deliveries of new tonnage, 28 per cent higher than in 2009, representing an 8.6 per cent growth in the world merchant fleet. In January of 2011, the fleet reached almost 1.4 billion deadweight tons (DWT), an increase of 120 million DWT over 2010. New deliveries stood at 150 million DWT, whereas demolitions and other withdrawals from the market stood at around 30 million DWT. The surge in vessel supply is the result of orders placed before the economic crisis. Lower than expected demand today has led to an excess supply of shipping capacity. Analysts forecast an oversupply of tonnage in coming years especially in the dry bulk and container sectors. Record-sized new ships in these sectors pose a further challenge to owners, who will need to find cargo to fill their ships.

The price of newbuildings was lower for all vessels types in 2010, reflecting market views that the capacity of the world fleet is sufficient to meet world trade in the short-term. In the second-hand market larger oil tankers held their value, while smaller tankers and specialized product tankers declined in value. In the dry bulk sector the price of medium-sized Panamax vessels decreased, while the price of smaller and larger vessels increased. Overall, the price of secondhand container ships of all sizes rose in value during 2010 as trade volumes recovered. Freight rates in the tanker sector increased from 2009, rising by between 30 and 50 per cent by the end of 2010. However, tanker freight rates in general remain depressed, compared with the 2008 peak. Freight rates in the dry bulk sector held up during the first half of the year, but the Baltic Exchange Dry Index (BDI) lost more than half its value from the end of May 2010 to mid-July 2010. Between May 2010 and May 2011, the BDI declined by about two thirds.

At the ports, world container throughput increased by an estimated 13.3 per cent to 531.4 million TEUs in 2010 after stumbling briefly in 2009. Chinese mainland ports increased their share of total world container port throughput to 24.2 per cent. The UNCTAD Liner Shipping Connectivity Index (LSCI) shows that China continues its lead as the single most connected country, followed by Hong Kong (China), Singapore and Germany. In 2010, the rail freight sector grew by 7.2 per cent to reach 9,843 billion freight ton kilometres (FTKs). The road freight sector grew by 7.8 per cent in 2010 over the previous year with volumes reaching 9,721 billion FTKs.

On the legal side, important issues and recent regulatory developments in the fields of transport and trade facilitation included the entry into force on 14 September 2011 of the International Convention on Arrest of Ships, which had been adopted at a joint United Nations/International Maritime Organization (IMO) Diplomatic Conference held in 1999 under the auspices of UNCTAD. Moreover, during 2010 and the first half of 2011, important discussions continued at IMO regarding the scope and content of a possible international regime to control greenhouse gas (GHG) emissions from international shipping. Finally, there were a number of regulatory developments in relation to

maritime security and safety, as well as in respect of trade facilitation agreements at both the multilateral and the regional levels.

Finally, 40 plus UNCTAD Reviews of Maritime Transport over the years have documented the remarkable progress made by developing countries in the international seaborne transport industry. Developing countries' shipping no longer consists solely of exports of raw materials to the developed world. The last decades have seen increased participation of developing countries in global supply chains, and a resulting surge in imports of primary and intermediary products.

Developing countries are now not only users of shipping services but increasingly providers of these services. They have expanded beyond the provision of seafarers and vessel registration into practically all major maritime sectors. For example, developing countries now account for more than three quarters of the world's supply in shipbuilding (China and the Republic of Korea), scrapping (Bangladesh) and the provision of seafarers (Philippines), and companies from Dubai, Hong Kong (China) and Singapore operate container terminals both in developing and in developed countries. However, many least developed countries still are unable to fully participate in maritime businesses as it increasingly requires advanced technological capacities and existing industrial or service clusters.

Download the RMT 2011 at www.unctad.org/rmt2011.

UNCTAD Multi-Year Expert Meeting on Transport and Trade Facilitation, 7-9 December 2011, Geneva, Switzerland

The fourth session of the Multi-year Expert Meeting on Transport and Trade Facilitation, titled "Challenges and Policy options for Transport and Trade Facilitation", was convened in Geneva between 7 and 9 December 2011. Experts came from trade and transport ministries, Customs authorities, private sector representatives, academia, and international and regional organizations to discuss latest developments and emerging challenges in international transport and trade facilitation.



The meeting was organized under the following main sessions:

- a) Trade and sustainable transport
- b) Transport Efficiency
- c) Customs Automation and trade security
- d) Trade facilitation
- e) The way forward: policy options for transport and trade facilitation.

Trade and sustainable transport

Speakers noted that sustainable transport was high on the international policy agenda, reflecting greater recognition of the need for Corporate Social Responsibility (CSR) and for sustainable use of finite fossil fuel resources, in particular oil.

For the representative of the International Chamber of Shipping, economic sustainability of the shipping industry required measures to reduce the volatility of freight rates; adjust shipbuilding policies to better reflect the highly cyclical nature of shipping; promote market access in shipping, including under the WTO framework; and further develop international safety and environmental rules and standards to ensure uniformity and reduce costs. The representative expressed strong support of the shipping industry for consideration to environmental sustainability, specifically regulatory initiatives under the auspices of the International Maritime Organization (IMO). He noted however that shippers should not be asked to make financial contributions which were grossly disproportionate to the industry's proportionate contribution to global greenhouse gas emissions.



Focusing on sustainable transport across modes, and road transport especially, the Joint Transport Research Centre of the OECD noted that the key challenges associated with sustainable freight road transport included in particular congestion, air pollution, energy use and greenhouse gas emissions, and road safety. In this context, good governance structures, as well as the availability, dissemination and effective use of adequate and reliable data, were said to be crucial.

The national expert from the Dominican Republic presented some measures taken at the national level through action in transport, including road and maritime transport, to mitigate and adapt to climate change problems such as storms and hurricanes and associated threats for coastal areas, tourism, port facilities, seaborne trade, agriculture, health, water resources and forests.

Transport Efficiency

Recent improvements in transport efficiency in the areas of shipping, ports and multimodal transport were introduced by UNCTAD. Challenges currently facing many ports, e.g. congestion due to insufficient container storage space, long dwell times and poor inland transport, were discussed. Other challenges highlighted were inadequate equipment and facilities, high costs of maintenance, the relative competitiveness of road transport, piracy, and inadequate institutional and regulatory framework.

In terms of corridor efficiency, it was proposed that sustainable investments required short term opportunities and capitalizing on existing structures while planning for future growth to limit investment. This can be achieved through developing efficiency gains for priority corridor commodities. Also, ensuring integration between all key stakeholders is important for a high performing supply chain.

The case of railways in India was presented. To meet the growing demand, India has developed a transport strategy that encourages the integrated development of all modes of transport with a view to "an efficient, sustainable, safe, and regionally balanced transportation system". The country's present railways systems were not catered to meet the growing freight requirements of the country. The new strategy is being implemented through a mix of railway's budgeted funds, official development assistance, multi-lateral funding and PPPs. Private participation in activities such as in maintenance and repair of rolling stock, rail transport support services (catering, warehouse

development, etc.), land development along the corridor (malls, conference centres, stations, etc), logistics park, roads, and non-core activities (schools, training institutes, etc.) through well-designed PPPs was seen to not only improve efficiency and offer possibilities of revenue-earning opportunities from the same assets, but also help retain focus on the core business of transport.

Customs Automation and trade security

The latest version of ASYCUDA, with the particular focus on implementing of Customs-centric Single Window concept and promoting the supply chain security, was presented. The US Customs and Border Protection (CBP) administration shared their risk-management concept and practical steps for implementation. The speaker stressed the importance of following the WCO guidelines in analyzing risks and determining relevant treatments. Particular attention was given to issues of joint risk-management, intelligence sharing, joint targeting and operations, both at inter-agency and inter-country level. The ICHCA International Security Panel presented the ISO 28000 for the management of the supply chain security, meant to be compatible with various existing security initiatives. The standard is an internationally accredited security management system which will maintain and continually improve the companies’ effectiveness in identifying security risks and mitigating their consequences.



National experts from Rwanda, Djibouti and Afghanistan shared their experiences with ASYCUDA. For Rwanda, ASYCUDAWorld was the right tool for implementation of their Single Window, taking into account the continuity and reliability of UNCTAD assistance, cost and time efficiency, protection of previous investments and other factors, which make UNCTAD the best service provider to implement e-SWS and automate customs. In Djibouti, implementation of ASYCUDAWorld helped to facilitate international transit operations, in particular with Ethiopia and with other COMESA countries, and address security issues, linked to logistical aspects and operations of foreign military units hosted in the country.

With ASYCUDA++, Afghanistan fully automated all customs procedures in line with international standards, to increase revenues and reduce dramatically the Customs processing time, and develop efficient transit corridors. The Customs automation has become the engine for infrastructural, legislative and regulatory reforms in the country. It helped to address topical security challenges at national and regional level and facilitate logistics of the peace-keeping operations in the country. The country will soon upgrade to the ASYCUDAWorld system.

All experts noted that implementation of ASYCUDA system helps to increase significantly Customs revenues, which in particular was demonstrated by the national experience of Djibouti, Afghanistan, Liberia and other beneficiary countries. They also highlighted that governments’ political will is the key success factor for effectively implementing Single Window systems.

Trade facilitation

UNCTAD presented some recent trends in national trade facilitation reforms, the increased focus on regional trade facilitation solutions, and ensuring the alignment of national and regional initiatives with future commitments under a WTO Trade Facilitation agreement. The Secretariat stressed the important role to be played by national collaborative platforms, such as National Trade Facilitation Committees, working groups or task forces.

Several speakers provided examples and evidence that trade facilitation is fundamental to genuinely advancing developing countries' trade integration, eliminating unnecessary controls, reducing costs, increasing efficiency, and freeing up resources. It was noted that many countries

were aware of the benefits of trade facilitation reform. Sweden, as one of the main donors to the UNCTAD Trade Facilitation programme, and an early implementer and proponent of trade facilitation reform, presented the case for implementation of trade facilitation and an early conclusion of the WTO Agreement on Trade Facilitation. For Sweden, an economy highly dependent on trade, trade facilitation was crucial for its growth, employment and socio-economic prosperity.

The presenter from Uganda acknowledged the increasing importance of trade facilitation at the national but also at regional and multilateral levels. The need for identifying relevant stakeholders, including critical members of the business community, and involving them in the trade facilitation reform process, was highlighted by the experts. Delegates noted that having the right platforms at national and regional levels, with the right stakeholders, was key to ensuring that trade facilitation reforms effectively reduce costs and improve efficiency in the long term. Stakeholder consultations were also considered important for greater coordination across countries, and the promotion and dissemination of best practices.

The way forward

In the concluding discussions, dealing with all subjects addressed during the meeting, experts highlighted that trade facilitation policies and the use of automated systems such as ASYCUDA, as well as implementing risk management techniques and ensuring the interoperability of IT solutions, were all important measures to improve the efficiency and reliability of global supply chains. This could only be reached through and intensification of national, regional and global cooperation between customs offices, other related national administrative bodies and relevant international organizations. The successful implementation of efficient customs systems could only be achieved if an adequate telecommunications infrastructure existed. It was recommended to focus on this and other preconditions enabling the use of state-of-the-art technologies.

Experts also gave consideration to the important role regional transport and trade facilitation agreements played in connecting national transport networks. Best-practice examples for these types of agreements needed to be provided to the international community that countries could learn from existing experiences. When designing regional transport agreements, the crucial role of the railway sector should be considered. The development of cross-national rail networks heavily depended



on the arrangement made at the political level. This included decisions related to railway financing, technical harmonization and border controls. All agencies concerned should broaden their perspective with regard to the interoperability for the interactions among them with a view to facilitate transport, notably international rail operations.

It was felt that emphasis should also be put on how best to link sustainable transport and new financing mechanisms that promoted sustainability principles, including, for example, climate finance. International organizations, including UNCTAD, should coordinate their efforts and consider the development of possible models to link trade, transport facilitation and transport infrastructure projects to donors and investment banks, with harmonized approach at the national and regional levels.

One delegation put forward a number of general recommendations: (a) encourage the national and foreign private sectors to invest in the transport sector to serve regional and global trade; (b) carry out a study for the application of the logistic system; (c) follow the international railway safety standards and regulations; (d) seek funding from international and regional organizations for the transport sector through various forms of financing, including domestic and foreign; (e) provide

technical assistance for the modernization and strengthening of infrastructure and supporting services in sea ports; (f) attract strategic partners to promote national Shipping Lines; (g) support and finance the rehabilitation of the river navigation route and increase its safety; (h) provide funding for domestic and air transport services; (i) provide technical support for training, rehabilitation and capacity-building in the field of transport; (j) support regional transport projects to serve the global and regional trade; and (k) seek funding for the study of national Transport Master Plans.

Moreover, one delegation expressed interest to work with UNCTAD in the field of PPPs as they related to focusing on railway and waterway transport development, as well as in the field of sustainable financing, with a view to environmentally sustainable transport. Another delegation stressed the need for more coordination when financing and developing regional transport infrastructure. Cooperation between countries along transport corridors was needed when building holistic transport networks. Finally, assistance was requested from UNCTAD in the field of infrastructure development in landlocked countries, emphasizing also the need for more transport connectivity to neighbouring countries.

The delegation from Paraguay, Chair of the Landlocked Developing Countries group in Geneva, highlighted the important work achieved through the different sessions of the Multi-year Expert Meeting on Transport and Trade Facilitation and called for the continuation of UNCTAD's activities in these fields, in the traditional UNCTAD mandate as well as relating to the need for UNCTAD to deal with emerging issues which may affect LLDCs, including sustainable transport development, impacts of climate change on transport and transport costs and the need to address trade security issues through sophisticated information technologies.

For more information and/or to download presentations made at the meeting, go to <http://www.unctad.org/Templates/Page.asp?intItemID=4714&lang=1>

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

As previously reported (see Transport Newsletter No. 51, Third Quarter 2011), the United Nations Conference on Trade and Development (UNCTAD) convened an Ad Hoc Expert Meeting on “Climate Change Impacts and Adaptation: A Challenge for Global Ports” on 29 – 30 September 2011 in Geneva, Switzerland. The Meeting followed earlier related activities by the UNCTAD secretariat, including the 2009 first session of the Multi-year Expert Meeting on Transport and Trade Facilitation: “Maritime Transport and the Climate Change Challenge” and the 2010 Joint UNECE-UNCTAD Workshop on “Climate Change Impacts on International Transport Networks”.

The Ad Hoc Expert Meeting provided a platform for expert discussions on how best to improve the understanding of climate change impacts on ports and develop effective and appropriate adaptation response measures. Participants included policy makers and planning authorities, port and shipping industry representatives, relevant intergovernmental and non-governmental organizations, scientists and engineers.

Some of the main messages that emerged as part of discussions include the following:

- There is a need for more awareness-raising about the complex implications that climate change may have on ports and related transport networks, including port hinterland connections and the cities in which they are located or that are adjacent.
- Bridging the gap between science and policy is crucial and requires collaboration and dialogue between all stakeholders, in particular scientists and academia; the transport industry, the insurance sector, financial and lending institutions as well as policy makers.

- Although the effects of climate change at a global level are increasingly well-known, limited data availability at the local and regional level implies that the design of relevant and appropriate response measures needs to take into account high levels of uncertainty. The availability and efficient dissemination of timely, more tailored information and data as well as their efficient flow and transmission is therefore important.
- In view of the complexity of some of the issues at stake, further research and analytical work is needed, including through targeted case-studies. Risk and vulnerability assessments are key to effectively addressing climate change impacts on ports and related transport infrastructure.

In addition, a number of concrete next steps have been identified as follows:

- Establish a neutral web-based platform for participants at the Ad Hoc Expert Meeting, to provide continuity to the deliberations, as well as share studies, research, data, and information. This platform would in due course be open to other interested parties to foster dialogue, cooperation, information sharing between all interested parties.
- Prepare a joint academic paper on the subject which would draw from diverse range of complementary areas of expertise and knowledge. The paper could, in due course, form the basis for a more policy oriented document prepared by the UNCTAD secretariat.
- Further awareness raising and capacity building, including for ports in developing regions is needed. In this respect, the International Association of Ports and Harbors (IAPH) suggested that its March 2012 meeting in Sri Lanka could be used as a suitable platform for further dissemination of information and discussion; the possibility of convening a conference or other meeting on the topic of climate change adaptation for ports could, subject to funding, also be explored further.
- The IAPH expressed an urgent need for port case studies to be carried out, in particular for the purposes of risk-assessment. Relevant case studies should, subject to funding and resource considerations, involve at least five ports covering different regions and types of ports, including river ports.
- For the purposes of developing guidance, checklists and other tools in support of adaptation in ports, it would be useful if existing best practices, as well as relevant information on adaptation measures from other economic sectors could be identified and collated. Pilot studies could also play a useful role in developing specific tools and adaptation solutions.
- Promote more dialogue, cooperation, information sharing and partnerships among all stakeholders and interested parties and deepen existing institutional and expert cooperation, including (a) between UNCTAD and the UNECE and between UNCTAD and the World Meteorological Organization (WMO), and, (b) between the scientific community and the port industry, to better identify ports' specific research needs and ensure information tailored to respond to ports' requirement.

For a detailed summary of discussions and main outcomes emerging from the Ad Hoc Expert Meeting, see document UNCTAD/DTL/TLB/2011/3, "Main outcomes and summary of discussions" available at www.unctad.org/ttl/legal under "Meetings and Events". Additional related information, including the programme of the Meeting, speakers' presentations and an information note prepared by the UNCTAD Secretariat, are also available under "Meetings and Events".

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Use of cluster analysis in designing maritime business development strategies

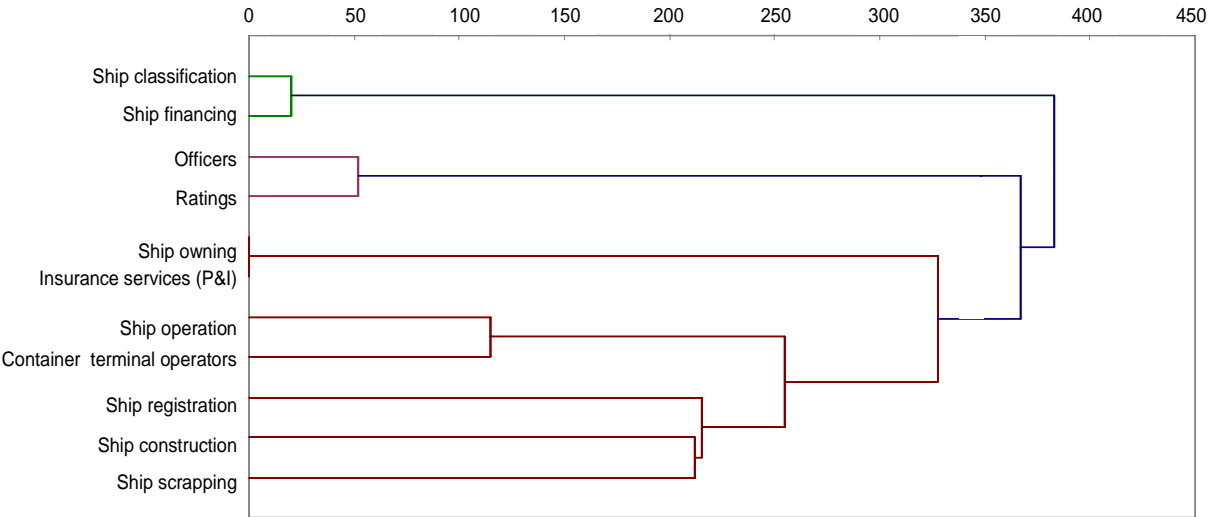
When policy makers design a strategy for economic development, potential growth sectors should not be analyzed in an isolated manner. The interdependencies between different industries need to be carefully assessed and possible spill over effects identified. Once developed, a specific industry can lead to the growth of another. UNCTAD’s Review of Maritime Transport 2011 analyses linkages between different maritime industries through simple correlation analysis. The results indicate various growth paths from less advanced sectors such as ship scrapping to more complex ones such as ship financing and insurance services. The latter until today are mostly provided by developed countries.



Cluster analysis can assist in identifying typical sector groupings that occur in many maritime nations. By way of example, sector-data from the RMT has been transformed into per capita indicators. This makes the data comparable. The results of these calculations are shown through the dendrogram below (Figure 1). The more left the node between sectors or sector grouping is located on the dendrogram,

the higher the likelihood of an agglomeration of these sectors in any one country. The dendrogram shows that the highest level of similarity exists between ship classification and ship financing. These sectors are often located in the same country. A more obvious linkage can be identified between the supply of officers and ratings. If countries have access to a well developed maritime training infrastructure it can be used for the education of staff having various educational profiles.

Figure 1: Dendrogram with clusters of maritime businesses¹



Source: UNCTAD

¹ The underlying data can be found in Annex VII of UNCTAD’s Review of Maritime Transport 2011 (www.unctad.org/en/docs/rmt2011_en.pdf)

Weaker interdependencies can be observed between ship construction and ship scrapping. Ship scrapping can be an industry that supplies ship construction companies with affordable steel. However, at the technological level the synergies between these two sectors are comparably low. The linkages between ship operation and port operation appear obvious. There are companies which have both port handling services and maritime transport in their business portfolio, and countries participating in both are also more common.

The results of an industry cluster analysis can help policy makers in designing their national maritime business development strategy. An initial step in the process would include an evaluation of the current competitive position of the country's maritime industries. Linkages between sectors provide indications for potential growth industries that could be considered within the country's economic development approach.

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UNCTAD/TrainForTrade Port Training Programme initiates its second cycle for the English-speaking network

In 2008, UNCTAD/TrainForTrade extended its Port Training Programme to English-speaking ports in Africa and Asia. Building on the success of the 2008-2010 pilot phase, UNCTAD/TrainForTrade has kicked off the programme's second cycle (2011-2013) this year, welcoming back Ghana (Ghana Ports and Harbours Authority), Indonesia (PT Pelabuhan Indonesia), the Maldives (Maldives Ports Limited) and Tanzania (Tanzania Ports Authority). And for this cycle the English-speaking port community is pleased to welcome Namibia (Namibian Ports Authority), who will implement the first training session in January 2012.

During the pilot phase, 62 middle-level managers completed UNCTAD/TrainForTrade's Modern Port Management course, successfully defending a final thesis that drew on what they had learned during the course to identify challenges within their respective ports and propose concrete management solutions. Striving to ensure programme sustainability and participant ownership, UNCTAD/TrainForTrade trained 142 senior-level managers from the participating ports to serve as local instructors. As a result, these trained local instructors will lead 50% of the training sessions during the second cycle. UNCTAD/TrainForTrade aims to train as many new local instructors during the programme's second cycle and plans to see at least 93 middle-level managers (of whom 13 are women) graduate from the programme.

Photo: Participants from Maldives Ports Limited during their "kick off" workshop for Module 1 of the Modern Port Management course in Male'.



Positive feedback from participants and a final evaluation from Irish Aid (the programme's main donor) confirmed the success of the pilot cycle. Irish Aid's Review Team concluded that "the partnership between Irish Aid, Dublin Port Company, UNCTAD and the participating ports is an example of best practice in development cooperation." In November 2011, Irish Aid signed a new agreement with UNCTAD/TrainForTrade, reaffirming the Irish government's commitment to financially support the UNCTAD/TrainForTrade Port Training Programme.

The impact of the training course depends strongly on the experience and expertise of the programme's port partners. In this regard, two new port partners – the Port of Cork and the Belfast Harbour Commissioners – will join Dublin Port Company in contributing to the programme's pool of international experts.

Photo: Closing ceremony of the Training of Trainers workshop (Modules 1 to 4 of the Modern Port Management course) in Dublin, Ireland, October 2011. The event was attended by the CEO of Port of Cork, Chairperson and Board of Directors of Dublin Port Company, and Irish Aid.



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Engaging the Trading Community in Latin America: UNCTAD Regional Forums on Trade Facilitation, Private Sector and WTO

The private sector is a key partner in trade facilitation. The participation of the business community in national trade facilitation committees, working groups or task forces and in the design and implementation of trade facilitation measures is critical to the success of any trade facilitation initiative. Often it is the private sector which embraces, and acts as the driver for, various trade facilitation measures and programmes.

As governments engage in multilateral negotiations on trade facilitation at the World Trade Organization (WTO), the private sector can only influence the negotiations through national platforms, such as the above-mentioned working groups or trade facilitation committees. In order to support the private sector's understanding and active participation in such platforms, in 2010, UNCTAD organized a global forum in Geneva titled "Engaging the trading community: Forum on WTO, Trade Facilitation and the Private Sector in Developing Countries".² One of the main recommendations that emanated from the Geneva forum was that UNCTAD advanced the trade facilitation agenda of developing and least-developed countries through similar events on the regional level.

In response to this request, under the UNCTAD Trust Fund on capacity building to support developing countries during the WTO trade facilitation negotiations, UNCTAD in 2011 organized two regional meetings in the Latin America. With financial support from the Government of Spain, the two meetings brought together representatives of both government and the private sector. Both meetings had the following objectives:

² For more information see: www.unctad.org/Templates/Meeting.asp?intItemID=2068&lang=1&m=18987&year=2010&month=2

1) To gather the private sector's perspectives on administrative and procedural obstacles to international trade, and how future WTO commitments can help in overcoming these; and

2) To discuss how the various trade facilitation actors - private sector, government and development agencies - can work together to implement possible future trade facilitation commitments at the multilateral as well as the regional level.

Forum in South America

Photo: Engaging the Trading Community in South America, Forum in Santiago de Chile



On 21 October 2011, Member Countries of the Latin American Integration Association (ALADI)³ met in the first regional forum. The meeting was organized in partnership with the Economic Commission for Latin America and the Caribbean (ECLAC), at their premises in Santiago de Chile. 25 participants attended the event in total: two representatives from each of the eleven ALADI member countries (one from the private and one from the public sector), the Geneva-based delegate from Mexico, experts from UNCTAD and CEPAL, and representatives from the Spanish economic office based in Santiago.⁴

Forum in Guatemala City

The second regional forum took place on 17 and 18 November 2011 in Guatemala City, for Central American countries. It was organized in collaboration with the Centro y Observatorio Nacional de Facilitación de Comercio e Inversión en Latinoamérica (CONAFACIL), a private sector driven institution based in Guatemala. In total 42 participants attended the event: two representatives (one from the private and one from the public sector) of Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, Panama and Dominican Republic; the Geneva-based delegates from Guatemala and the Dominican Republic; experts from UNCTAD, CONAFACIL and SIECA, and representatives from the Spanish economic office based in Guatemala.⁵

Photo: Engaging the Trading Community in Central America, Forum in Guatemala City



³ ALADI member countries are Argentina, Bolivia, Brazil, Colombia, Cuba, Ecuador, Mexico, Paraguay, Peru, Uruguay and Venezuela. See www.aladi.org/

⁴ The agenda, list of participants and presentations can be downloaded via www.cepal.org/comercio/foro_CEPAL_UNCTAD_CL_oct_2011

⁵ The agenda, list of participants and presentations can be downloaded via www.unctad.org/ttf

Private sector perspectives and collaboration with the public sector

At both meetings, representatives from the private sector highlighted similar concerns and expectations regarding future commitments in the area of trade facilitation at the multilateral level. These included the need for:

- Shorter timeframes for trade and transport transactions,
- Transparency at all stages of the international supply chain,
- Solutions to security concerns,
- Reduction of costs,
- Simplification of processes,
- Modernization and adaptability of systems to regional operations, and
- Frequent communication among all trading community actors.



Examples of successful public-private collaboration to address these concerns included mentioned by participants:

- The Authorized Economic Operator,
- National and regional committees on trade facilitation,
- Single Window implementation,
- Electronic certificates of origin,
- Appeal mechanisms in Customs unions,
- Capacity building and training,
- Technical assistance for conducting studies on trade facilitation implementation costs.

Other solutions proposed covered South-South cooperation, benchmarking business process analysis to other regions, the use of information and communication technologies, and the inclusion of small and medium enterprises in the trade facilitation negotiating process.

Participants appreciated UNCTAD's initiative in bringing together the private and public sectors at regional level. They recommended that these meetings be sustained and that participation by other relevant actors along the supply chain also be considered. As multilateral and regional negotiations on trade facilitation progress, such meetings can provide a space to work on the implementation of specific measures emanating from the resulting commitments.

For more information, contact Jan Hoffmann, jan.hoffmann@unctad.org, or Cecilia Viscarra, cecilia.viscarra@unctad.org, Trade Logistics Branch, DTL, UNCTAD

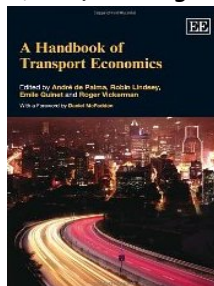
UNCTAD's Liner Shipping Connectivity Index LSCI 2011 now on-line

UNCTAD's LSCI 2011, which aims at capturing how well countries are connected to global shipping networks, is now online. The LSCI was developed in 2004 and is based on five components of container ship deployment for liner shipping services, based on data from Containerization International: the number of ships deployed, their container-carrying capacity, the maximum vessel size, the number of services, and the number of companies that deploy container ships in a country's ports.

<http://unctadstat.unctad.org/TableViewer/tableView.aspx?ReportId=92>

A Handbook Of Transport Economics

Book by André de Palma , Robin Lindsey , Emile Quinet, and Roger Vickerman



This book brings together insights and perspectives from around 70 contributors worldwide. It provides an up-to-date guide to the latest advances in transport economics. It includes topics such as the relationship between transport and the spatial economy, recent advances in travel demand analysis, the external costs of transport, investment appraisal, pricing, equity issues, competition and regulation, the role of public-private partnerships and the development of policy in local bus services, rail, air and maritime transport. The Handbook is designed both for the use of postgraduate and advanced undergraduate students and as a reference for anyone working in the field. It complements the textbook Principles of Transport Economics.

http://www.e-elgar.co.uk/Bookentry_main.lasso?id=12679

Maritime Economics & Logistics

The December 2011 issue of Maritime Economics & Logistics (Volume 13, Issue 4) covers articles such as container logistics in Mercosur, the choice of a transshipment port using the ordinal Copeland method; data envelopment analysis and probabilistic composition; and modelling and solution approaches to the multi-load AGV dispatching problem in container terminals.



www.palgrave-journals.com/mel/journal/v13/n4

Maritime Policy & Management

This latest issue of Maritime Policy & Management (Volume 38, Issue 7) includes articles on challenges to implementing motorways of the sea concept, the development of a methodology for estimation of ballast water operation in UK ports, scenario analysis for supply chain integration in container shipping, and a study of the efficiency of 122 iron ore and coal ports and of 15/17 countries in 2005.



www.tandf.co.uk/journals/titles/03088839.asp

BIMCO launches eLearning Diploma Programme

BIMCO (the Baltic and International Maritime Council) has linked up with leading maritime multimedia training provider Videotel Marine International to produce and launch a brand new BIMCO eLearning Diploma Programme (BeDP). The Programme enables participants to tailor their learning to their time and pace. The Programme offers three months' online training by shipping experts carefully selected by BIMCO. BeDP modules target staff of shipping companies, agents, brokers, banks and other financial institutions, legal firms, insurance companies or government organisations, who wish to learn more about the shipping industry. In addition, BeDP will also benefit shipping practitioners wanting to refresh and deepen their knowledge, and/or seafarers wanting to learn about the commercial side of the shipping industry. Three modules will be made available for the first half of 2012, namely "Introduction to Shipping", "Bills of Lading" and "Time Charter Parties".

For further information, please contact education@bimco.org or visit www.bimco.org

Uzbekistan and Europe: perspectives for development in the fields of transport and energy

Geneva, 17 January 2012. The Permanent Mission of Uzbekistan together with the UNECE and UNCTAD is organizing a one-day joint international conference entitled "Uzbekistan and Europe: perspectives for development in the fields of transport and energy". Topics covered include the role of Uzbekistan as transport gateway between Europe and Asia.

For further information contact Oleg Dzioubinski, oleg.dzioubinski@unece.org or Nadejda Khamrakulova, nadejda.khamrakulova@unece.org.

United Nations Global Trade Facilitation Conference, 'Connecting International Trade: Single Window and Supply Chains in the Next Decade'

Geneva, 12-13 December 2011. Organized by the five UN regional commissions (UNECA, UNECE, UNECLAC, UNESCAP, UNESCWA), the conference was attended by over 200 representatives from government, the business community and international organizations. According to delegates attending the conference, Single Window implementation has been a real success story across the world and makes an important contribution to facilitating international trade and increasing competitiveness. The conference requested the United Nations regional commissions to prepare a roadmap for enhanced Single Windows and information exchange in global supply chains. Outcomes

Presentations, background papers, press releases and the list of participants are available for download at www.unece.org/swgglobalconference2011

French Maritime strategies in polar zones

Le Havre, 6-7 February 2012. The advent of climate change and the thawing of icecaps make polar zones more accessible. Maritime development and economical opportunities implies greater awareness in terms of the risks involved, legal issues, and so on. This conference takes into account the international agreement "Standards of Training, Certification and Watchkeeping for Seafarers" dated June 24 2010, from the IMO, which recommends "that governments adopt measures conducive to ensuring that masters and officers of ships, which operate in polar waters, have appropriate training and experience, so that they are able to: (1) plan voyages to polar waters, taking into account glaciological, hydrographic, oceanographic and meteorological factors; (2) navigate safely in polar waters, in particular in restricted ice-covered areas under adverse conditions of wind and visibility; and (3) supervise and ensure compliance with the requirements deriving from intergovernmental agreements and with those relating to safety of life at sea and protection of the marine environment."

The conference will bring together the actors involved in these discussions to contemplate strategies maritime experts need to adopt. Proceedings will relate to environmental fragility, economical opportunities, resources with respect to statutes and responsibilities, navigation, building, rescue and exploration.

For more information, contact franck.guy@supmaritime.fr

UNESCAP Asia-Pacific Trade Facilitation Forum 2011

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

Download presentations made at the forum at www.unescap.org/tid/projects/tforum11

Key Developments in the Port and Maritime Sector

Antwerp, 21-22 May 2012. This two-day event is hosted by the World Conference on Transport Research Society (WCTRS) and will be held at the Department of Transport and Regional Economics, University of Antwerp, Belgium.

For more information, go to <http://webh01.ua.ac.be/siq2/wctrs/html/activities.html>

International Forum on Shipping, Ports and Airports (IFSPA)

Hong Kong, 27-30 May 2012. Themed "Transport Logistics for Sustainable Growth at a New Level", this forum aims to provide an interactive platform for international academics and industry practitioners to consider future issues related to global and regional maritime and aviation economics, policy and management. An expert from UNCTAD will make a presentation on key issues from the Review of Maritime Transport.

For more information, go to www.cilt.org.hk/webadmin/img/events/707_1.pdf

ASYCUDA December 2011 Newsletter

The December 2011 issue of the ASYCUDA Newsletter reports about the latest developments in UNCTAD's largest technical assistance programme.

www.unctad.org/templates/page.asp?intItemID=5609&lang=1

Proceedings of the International Maritime Statistics Forum, Hong Kong, 31 May - 1 June 2011

The International Maritime Statistics Forum (IMSF) aims “to promote harmonization and improvement in quality and scope of statistics within the international maritime industries, by means of ongoing work programmes and by affiliation with prominent national and international maritime institutions”. The proceedings of the 2011 forum are available on-line, covering topics such as shipping and shipbuilding; security, safety and environmental issues; the economic contribution of shipping and ports; energy; and liner shipping

For more information, go to www.imsf.info/previous_annual_meeting.html

UNCTAD Global Commodities Forum, 23–24 January 2012, Geneva

The third meeting of the Global Commodities Forum, organized by UNCTAD with the support of its partners, is a multi-stakeholder meeting for discussing and finding solutions to perennial problems of the commodity economy. The theme for this meeting was “Globalization and Commodity Trade: Harnessing Development Gains from Commodity Production.” The forum also addressed key issues relating to the sovereign debt crisis, and trade-related innovations developed in response to the credit crunch. A special session was held for stakeholders to discuss opportunities for collaboration, focusing on private sector solutions to the challenges faced by developing countries.

For more information, go to www.unctad.org/Templates/meeting.asp?intItemID=2068&lang=1&m=22421, or contact qcf@unctad.org

New Contracting Party to International Maritime Conventions adopted under the auspices of UNCTAD

International Convention on Maritime Liens and Mortgages, 1993

Entry into force: 5 September 2004; Contracting States: 17
Serbia - 23 December 2011

For more information on the latest status of this and other Conventions, please visit: <http://treaties.un.org/>.

