

**UNCTAD**  
Trade Logistics Branch, Division on Technology and Logistics  
**Transport Newsletter**



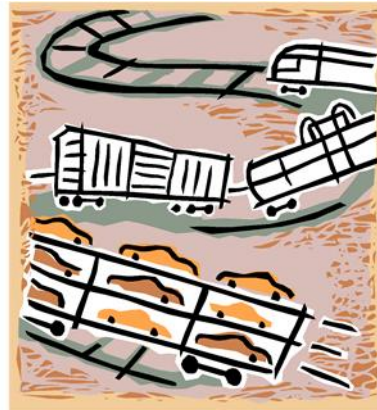
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## Editorial

Dear Readers,

This quarter's issue of the Transport Newsletter takes a closer look at upcoming UNCTAD XIII (page 5), to be held in Doha, Qatar, from 21 to 26 April 2012. The conference will bring together around 6,000 Government officials, civil society representatives, UN staff members, and representatives of other international organizations. It will set out UNCTAD's work programme for the next four years.

A preview of UNCTAD XIII's special session on transport, "Paving the Way for Sustainable Freight Transport" is given on pages 5-6. Member States are keen to see UNCTAD continue its important work in providing technical assistance, research and analysis, and a space for dialogue on trade facilitation, transport and other related issues.

Several new UNCTAD publications are presented:

1. "Liability and Compensation for Ship-Source Oil Pollution: An Overview of the International Legal Framework for Oil Pollution Damage from Tankers" (page 8), part of the UNCTAD Trade Logistic Branch's *Studies in Transport Law and Policy*,
2. "Trade Facilitation in Regional Trade Agreements" (page 9), from the UNCTAD Trade Logistic Branch's *Transport and Trade Facilitation Series*, and
3. "How to utilize FDI to improve transport infrastructure: Ports, Lessons from Nigeria" (page 14), from the UNCTAD Investment Policies Branch's *Investment Advisory Series*.

The Trade Logistic Branch's new trade facilitation capacity building project "Implementation Plans for WTO Trade Facilitation Agreement in Developing Members", is introduced on page 12. The project, financed by the European Union and individual country donors, currently involves 17 countries across African, Latin and Central American, Caribbean, and Asia-Pacific regions.

Moreover, the UNCTAD Transport Newsletter continues to provide a space for UNCTAD and its partners, including international organizations, NGOs and academics, to share information on recent and upcoming events, publications, and other news on international transport and trade facilitation. News briefs are gathered on pages 16-21.

Feedback, as well as comments and suggestions for our next Transport Newsletter, are welcome until June 2012. Please contact Jan Hoffmann at [jan.hoffmann@unctad.org](mailto:jan.hoffmann@unctad.org).

Finally, let us take this opportunity to thank you, our readers, for previous comments and for the high marks the Transport Newsletter received in a recent readers survey among UNCTAD Member states and other partners in the transport and trade facilitation sectors.

We'd also like to say a special 'thank you' to Nishta Jogoo, Associate Economic Affairs Officer, UNCTAD Trade Facilitation Section, and editor of Transport Newsletter issues 49-53. Nishta will soon be taking on a new role at the United Nations and saying goodbye (for now!) to the fascinating world of international trade and transport. We wish her the best for the future!

*The Trade Logistics Branch Team, Geneva, April 2012*





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## Upcoming conference: Thirteenth session of the United Nations Conference on Trade and Development (UNCTAD XIII), 21-26 April 2012, Doha, Qatar

The thirteenth quadrennial conference of the United Nations Conference on Trade and Development (UNCTAD) is scheduled to take place in Doha, Qatar, from 21 to 26 April 2012. It is the first time the conference will be held in the Arab region. The outcome document of the conference is now in the process of negotiations among UNCTAD's 194 Member States. The document will set out UNCTAD's work programme for the next four years. That UNCTAD continues undertaking technical assistance, research, analysis and dialogue on trade facilitation, transport and related issues (taking into account geographical constraints that may have negative impacts on trade) features prominently in the negotiated document.

The conference is expected to attract around 6,000 Government officials, civil society representatives, UN staff members, and representatives of other international organizations. It will provide an opportunity for wide-ranging debate and reflection on the state of the global economy, as well as the major economic challenges facing developing countries, particularly in light of the recent economic and social crises. The theme and sub-themes for the Conference were approved at the executive session of the Trade and Development Board in April 2011. They are:

Theme: "Development-centred globalization: Towards inclusive and sustainable growth and development."

Sub-Themes:

1. Enhancing the enabling economic environment at all levels in support of inclusive and sustainable development.
2. Strengthening all forms of cooperation and partnerships for trade and development, including North-South, South-South and triangular cooperation.
3. Addressing persistent and emerging development challenges as related to their implications for trade and development and inter-related issues in the areas of finance, technology, investment and sustainable development.
4. Promoting investment, trade, entrepreneurship and related development policies to foster sustained economic growth for sustainable and inclusive development.



### ***"Paving the Way for Sustainable Freight Transport", 25 April 2012***

This special session on transport, jointly organised by the UNCTAD Trade Logistics Branch and the Asian Development Bank, will provide the high level platform needed for discussion and experience sharing on how best to enable a paradigm shift to sustainable freight transport. It ties in with the political momentum provided to sustainable transport by the 2012 UN Conference on Sustainable Development (Rio+ 20) and the designation of 2012 as the International Year of Sustainable Energy by the UN Secretary-General.

Taking into account the perspective of developing countries, the panel discussions will aim to, inter alia,

1. Explore the challenges and opportunities associated with sustainable freight transport systems, and identify related best practices.
2. Discuss associated financial implications and respective roles of the public and private sectors, including in the form of Public-Private Partnerships (PPPs), multilateral development banks and climate-based finance options.
3. Consider the potential role of international organizations, including UNCTAD, in enabling the transition to sustainable freight transport.

The connection between freight transport activities, energy and environmental sustainability is yet to be adequately addressed. Current freight transport systems are heavily reliant on oil for propulsion and are not yet in a position to effectively adopt cleaner energy alternatives and technologies. Overall, transport consumes over 50 per cent of global liquid fossil fuels and is expected to account for 97 per cent of the increase in the world's primary oil use between 2007 and 2030. In addition to related implications for transport costs and trade, the heavy reliance of freight transport on oil for propulsion increases environmental costs. Unchecked, these costs are likely to intensify. Therefore, a transition to less oil-dependent and more energy-efficient freight transport systems is both an economic and environmental imperative.

While the contribution of the transport sector to global GHG emissions is well understood, less is known about the potential impacts of climatic changes on transport infrastructure and international transport networks. Although crucial, mitigation alone (including through technology and operational solutions as well as economic instruments) is not sufficient to effectively achieve a sustainable freight transport. Adaptation is equally important to help minimise the negative impacts of the projected climatic changes on freight transport such as sea level rise and extreme weather events and to build the resilience of related infrastructure and services, including in ports and freight terminals.

Promoting a shift towards sustainable freight transport will help improve energy efficiency, minimise exposure to high transport costs, and limit environmental and climate change impacts. It also provides an opportunity to direct resources to tackle persistent challenges, for example those facing geographically disadvantaged landlocked developing countries. It can help with the current freight transport infrastructure deficit and the inadequate provision of transport services, which are major causes for high transport costs and marginalisation in the global trading system.

Active responses to these challenges include the development of new transport policies and strategies which promote planning and investment decisions that balance all dimensions of freight transport: economic, environmental, social and institutional. Financing sustainable freight transport will require mobilising domestic as well as international resources (multilateral banks and development finance institutions), leveraging existing funding mechanisms and exploring innovative sources and instruments. New collaborative approaches between partners for example through PPPs. New sources of finance, such as climate finance instruments emerging from the UNFCCC process, could also help countries; especially in developing regions which find investing in sustainable freight transport solutions face to be a challenge.

*For further information, contact Ms Frida Youssef, [frida.youssef@unctad.org](mailto:frida.youssef@unctad.org). For more about the conference, including programme and supporting documentation, go to: <http://unctadxiii.org/>*



## Ministerial Conference on Transport at ESCAP, Second Session, 12-16 March 2012 Bangkok, Thailand: Asia-Pacific nations reaffirm their commitment to efficient, reliable and safe transport infrastructure and services

The ESCAP Transport Division was successful in preparing and organising an interesting sequence of technical and high level meetings in the framework of the second session of the Transport Ministerial Conference, recently held in Bangkok during 12-16 March 2012. UNCTAD was invited and had the privilege to participate in and contribute to the discussions. Around 100-120 delegates and experts attended the meetings from some 30 countries of the ESCAP region. The Ministerial Conference was opened by Mrs Noeleen Heyzer, Executive Secretary of ESCAP, and by the Deputy Minister of Transport of Thailand, and was chaired by the Minister of Transport of Bhutan.

Content from the UN press release about the conference is reproduced below:

"Transport ministers and senior government officials from over 30 countries attending the second session of the Ministerial Conference on Transport organized by the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP), concluded two days of discussions with the adoption of a five-year road map setting out goals and guidelines for linking countries in the region with an integrated intermodal transport and logistics system.



The Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016) is part of the 'Ministerial Declaration on Transport Development in Asia and the Pacific' issued by the conference which emphasizes the crucial importance of efficient, reliable and safe transport infrastructure and services to regional integration and sustainable and inclusive economic and social development.

Closing the conference, ESCAP Deputy Executive Secretary Mr. Shun-ichi Murata said the Ministerial Declaration represented "a milestone (in preserving) our recent economic and social achievements, reducing our vulnerabilities and making our region more resilient to future shocks."

The Regional Action Programme emphasises the need for timely governmental policy direction to maintain and accelerate progress towards an international, integrated intermodal transport and logistics system. It sets out ambitious objectives and deliverables in each substantive area of transport including infrastructure, facilitation, logistics, financing and private sector participation, energy use, road safety, inter-island shipping, subregional networks and the role of transport in achieving the Millennium Development Goals (MDGs).

The second phase of the Regional Action Programme will build on the substantial progress achieved under its first phase that was adopted by Asia-Pacific transport ministers in Busan, Republic of Korea in 2006.

The second session of the transport ministerial conference also adopted the Regional Strategic Framework for the Facilitation of International Road Transport, providing general direction for member countries and their development partners in formulating facilitation policy, agreements, programmes and projects."

For further information, contact Ms Frida Youssef, [frida.youssef@unctad.org](mailto:frida.youssef@unctad.org) or José Maria Rubiato, [jose.rubiato@unctad.org](mailto:jose.rubiato@unctad.org). For more about the conference programme and documents, go to: <http://www.unescap.org/ttdw/MCT2011/MCT2011.asp> and <http://www.unescap.org/unis/press>



## Newly published "Liability and Compensation for Ship-Source Oil Pollution: An Overview of the International Legal Framework for Oil Pollution Damage from Tankers", UNCTAD Studies in Transport Law and Policy

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Around half of the global crude oil production is carried by sea. Much of this navigation is taking place in relative proximity to the coasts of many countries, in some cases transiting through constrained areas or chokepoints, such as narrow straits and/or canals. At the same time, the steady growth in the size and carrying capacity of ships transporting cargo of any type means that significant quantities of heavy bunker fuel are carried across the oceans and along coastal zones. With many coastal or small island developing states' economies heavily dependent on income from fisheries and tourism, exposure to damage arising from ship-source oil pollution incidents poses a potentially significant economic threat.

As concerns oil-pollution from tankers, a robust international legal framework is in place to provide significant compensation to those affected. However a number of coastal States, including developing countries that are potentially exposed to ship-source oil-pollution incidents, are not yet Contracting Parties to the latest legal instruments in the field. To assist policy makers in their understanding of the international legal framework and in assessing the merits of ratification, a new UNCTAD report has been published.

*The report is available electronically on the UNCTAD website at [www.unctad.org/ttl/legal](http://www.unctad.org/ttl/legal). For further information, contact Regina Asariotis, [regina.asariotis@unctad.org](mailto:regina.asariotis@unctad.org).*

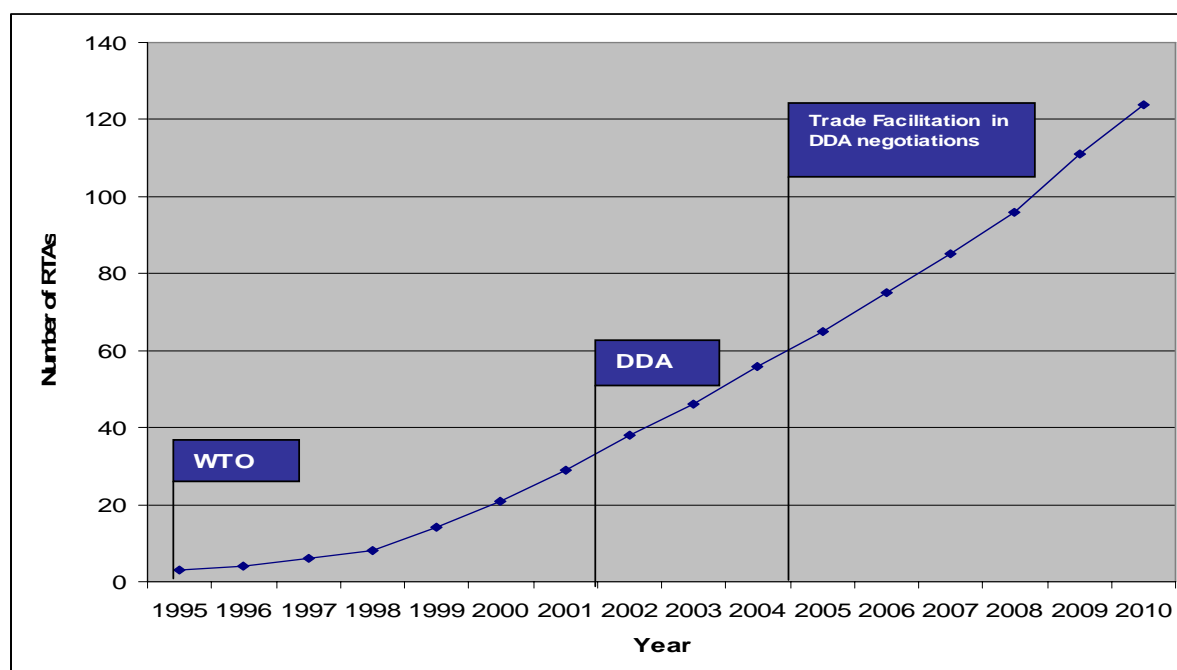




## Newly published "Trade Facilitation in Regional Trade Agreements", from the UNCTAD Transport and Trade Facilitation Series

The number of provisions related to customs and trade facilitation included in Regional Trade Agreements (RTAs<sup>1</sup>) has increased over time, reflecting the growing importance of trade facilitation at the regional level.

**Increasing number of RTAs with customs and other trade facilitation measures**



Source: UNCTAD Secretariat based on WTO RTA database

Does trade facilitation in regional agreements lead to discrimination against those outside the RTA? Are commitments at the regional level aligned with trade facilitation commitments at the multilateral level? Could advances in the RTAs help to also advance with the WTO Trade Facilitation Agreement? These are some of the questions that this UNCTAD publication tries to address.

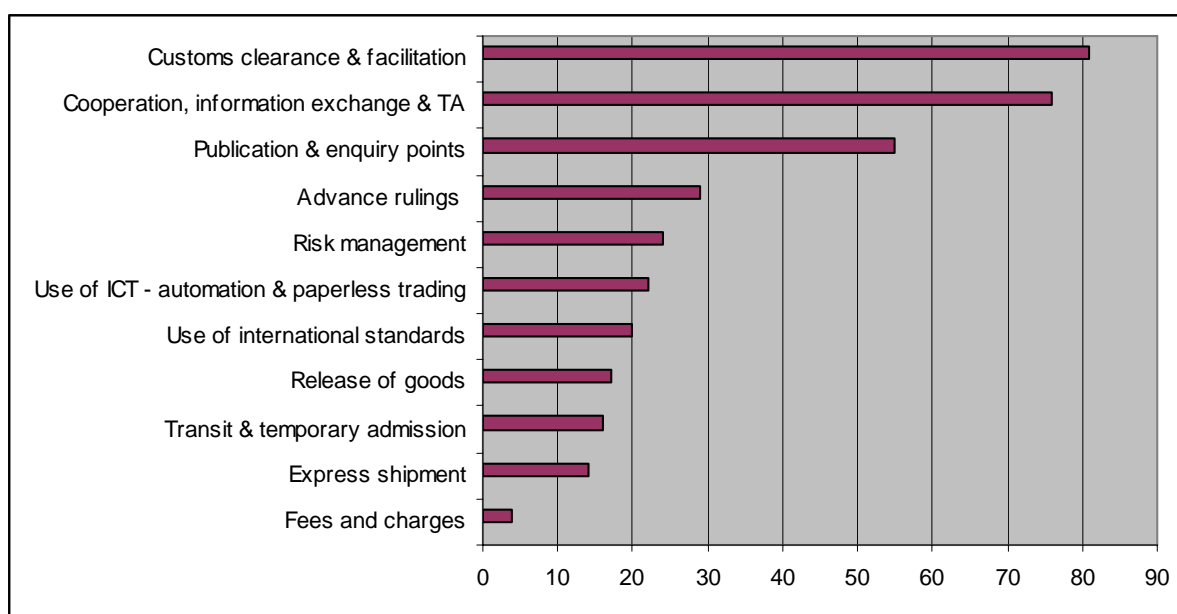
The study looks at 118 RTAs<sup>2</sup> in terms of:

1. the types of trade facilitation measures contained,
2. the relationship between these measures and the World Trade Organization (WTO) principle of most favoured nation (MFN),
3. the differences and overlaps among selected trade facilitation measures under different RTAs, and
4. the benefits and risks brought by being part of multiple RTAs, and actions to be taken to minimise potentially adverse effects.

<sup>1</sup> RTAs here refer to agreements at all levels of trade integration (from bilateral and plurilateral free trade areas, to customs unions with common external tariffs) and includes signed within developing countries, and between developing and developed countries that have been notified to the WTO.

<sup>2</sup> From the 202 RTAs on goods and services that have presently been notified to WTO, around 118 (58 per cent) include provisions related to customs and trade facilitation measures.

### Types of trade facilitation measures contained in the 118 RTAs analysed



Source: UNCTAD Secretariat

The study concludes with some discussion of the way forward, and of policy options available to countries when dealing with trade facilitation in RTAs.

#### *Cohesive approach to trade facilitation*

Pending the adoption of a multilateral trade facilitation agreement, RTAs can help in moving the trade facilitation agenda forward. It is now established that existing customs and other trade facilitation measures adopted in RTAs have created an environment conducive to the development of trade facilitation implementation capacities in many countries and regions. Most of the provisions existing in RTAs in fact go deeper and broader in terms of trade facilitation benefits than the current WTO provisions under the GATT Articles V, VIII and X.

However, given that the primary objective of trade facilitation is to reduce the cumbersome and costly formalities involved in international trade, policymakers should ensure a coherent approach to the negotiation and implementation of bilateral, regional and multilateral trade facilitation commitments, and thus avoid overlapping customs procedures and trade facilitation measures under different RTAs.

From the 118 analysed RTAs, individual countries and groupings have over time committed to RTAs with different approaches to the rules on substantive measures relating to trade facilitation. While in essence the RTAs tend to follow a similar pattern, they sometimes differ in scope, depth and level of detail. This can be counterproductive. It can lead to administrative inefficiency, with the maze of different procedures applied to respective trading partners under different RTAs. It can also lead to discriminatory treatment towards non-members of RTAs, and be conflicting down the line with future WTO trade facilitation rules.

Therefore, when engaging in new negotiations, a thorough analysis of existing texts in previously adopted instruments will ensure that existing rules and procedures will facilitate rather than hamper the adoption of future commitments. Policymakers should aim at:

1. avoiding unnecessary complexities and incompatibilities derived from multiple rules, and
2. maintaining the spirit and primary goal of trade facilitation, which is to ease trade with all partners without discriminating against any country.



A cost–benefit analysis of the introduction of the new measure will inform the decision of whether to stick to existing procedures and counter the proposals of other parties to the negotiation, or to accept them and engage in corresponding reforms. But the strategic intent should always be for trade transactions processes to become more manageable and administrations to improve efficiency.

Also, consistency with future WTO rules, which are built on existing best practices, can benefit all trading nations without discrimination when properly implemented and if not subject to preferential treatment in RTAs.

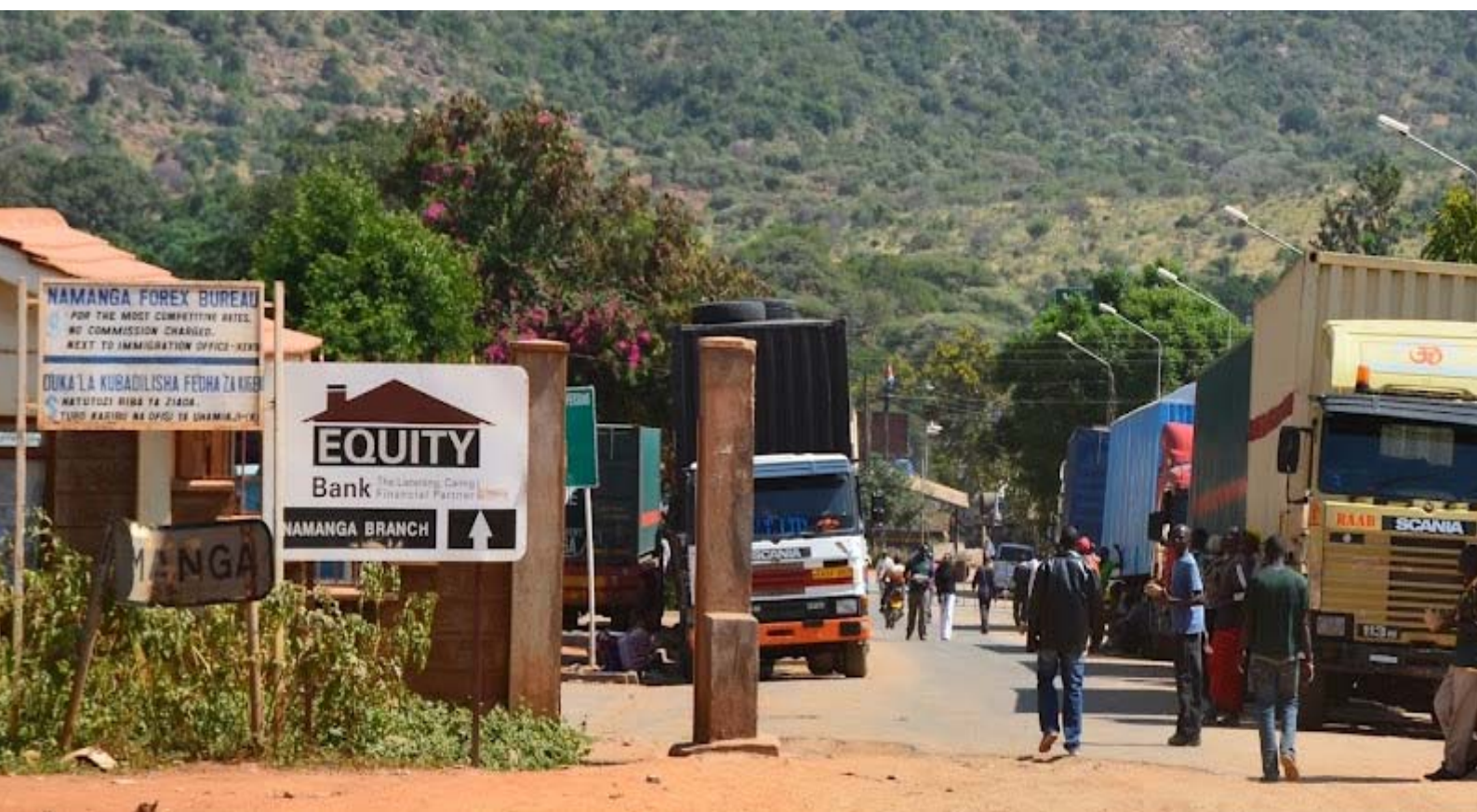
#### *Cooperation in implementing best practices*

Some of the most recent trade facilitation and customs automation solutions require institutional capacities that may still not exist in some developing countries and will have to be created or strengthened as appropriate. RTAs provide a further opportunity to cooperate with other multilateral partners to implement trade facilitation measures in a standard and consistent manner that does not differentiate among preferential and non-preferential trading partners.

#### *Use of international standards*

The adoption of international standards and instruments ensures that countries align their procedures and documents to the same internationally agreed benchmarks. The use of international standards and instruments also decreases the risk of discriminatory commitments against non-members of RTAs.

Download this publication at [http://www.unctad.org/en/PublicationsLibrary/dtltlb2011d1\\_en.pdf](http://www.unctad.org/en/PublicationsLibrary/dtltlb2011d1_en.pdf)





## UNCTAD project launched to develop Implementation Plans for an eventual WTO Trade Facilitation Agreement in several countries

In December 2011, UNCTAD launched a new two-year capacity building project on implementation plans for an eventual WTO Trade Facilitation Agreement in developing member countries. The project is financed by the European Union and individual country donors.

The project builds upon UNCTAD's extensive experience in providing technical assistance and capacity building support to developing countries participating in the WTO negotiations. It benefits from synergies with the Trade Facilitation section's ongoing UN Development Account project "Strengthening capacities of developing countries in Africa and Asia to support their effective participation in negotiating bilateral, regional and multilateral trade facilitation arrangements"<sup>3</sup>. The project also draws on the results of the national WTO self-assessment exercises, carried out in the participating countries in 2007-2009.

### Meeting of National Trade Facilitation Committee to launch project in Burkina Faso



*Ouagadougou, February 2012*

It focuses on the measures proposed within the WTO negotiations and maps the current status of implementation of these measures in the country. The intermediate outcome of this exercise will be a national trade facilitation implementation plan. The latter is currently a requirement under the draft WTO trade facilitation agreement, with particular emphasis drawn to those measures for which implementation would require more time and/or external assistance. The final outcome will consist in a consolidated study for all countries financed by the project, which will contain practical

<sup>3</sup> Featured in the UNCTAD Transport Newsletter No. 51 (Third Quarter 2011 issue). See page 8.



information on the implementation challenges and resource requirements that developing countries are likely to face, and identify the kind of support they are likely to need from the international community to overcome them.

The use of national consultants, working in close cooperation with the national trade facilitation committees as well as other Annex D organizations, will enable the project to mobilise both local and international expertise.

#### Interviews in Burkina Faso to map the current national trade facilitation implementation status



*Ouagadougou, February 2012*

Project activities are currently planned in 17 countries from the major regions of the world, including landlocked and transit countries, and countries at different levels of development. As of March 2012, the project has been launched, and activities have started, in Benin, Burkina Faso, Gabon and Guatemala. In April, the project team has scheduled fact-finding missions to Angola, Dominican Republic and Nepal.

For more information contact Ms. Azhar Jaimurzina, [azhar.jaimurzina@unctad.org](mailto:azhar.jaimurzina@unctad.org), Trade Logistics Branch, DTL, UNCTAD

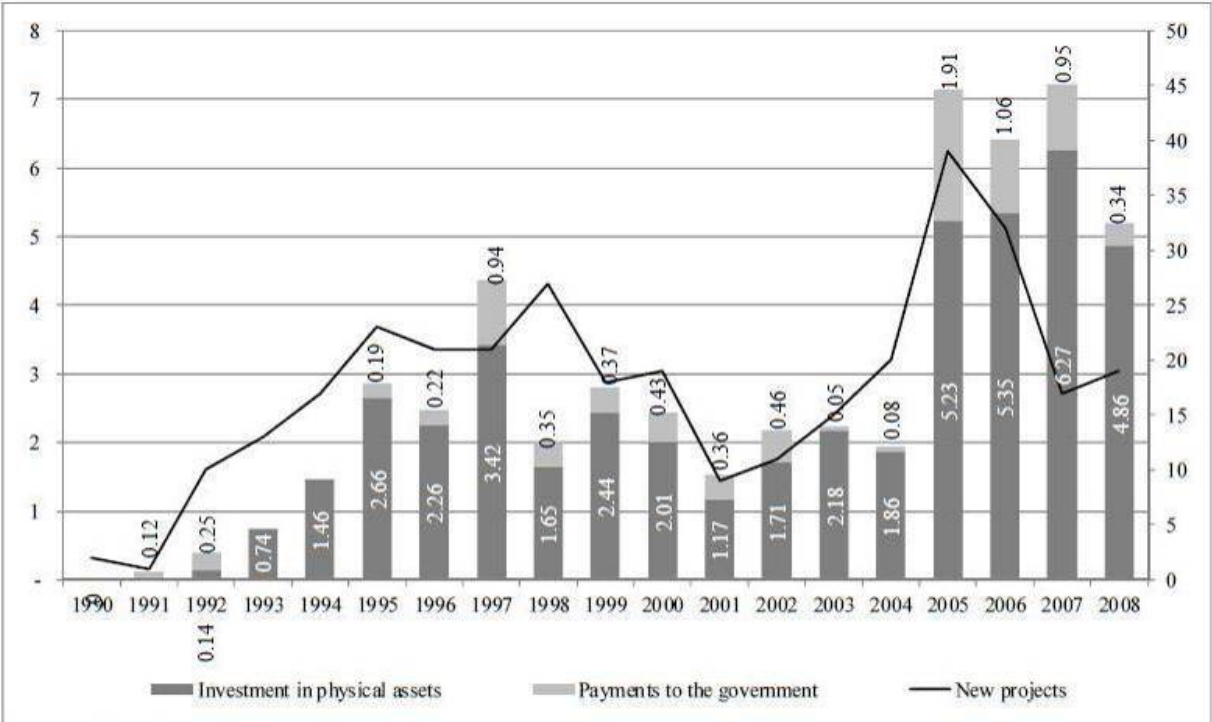


## UNCTAD Case Study - How to utilize FDI to improve transport infrastructure (Ports) - Lessons from Nigeria

This case study was carried out by the UNCTAD Division on Investment and Enterprise (DIAE) as part of their *Investment Advisory Series*. The latter aims to promote a better understanding of the key issues related to foreign direct investment (FDI) and enterprise development. They provide practical advice and case studies of best policy practice for attracting and benefiting from foreign direct investment (FDI), in line with national development strategies. The series also draw on UNCTAD's experiences and lessons learned through its capacity-building and institution-building work in developing countries and countries with economies in transition, and inform future UNCTAD technical assistance work.

The subject of ports and FDI was chosen as, despite their importance, ports in many developing countries are still characterised by underinvestment, inefficient use of resources, low productivity, high user prices, long delays and ineffective services. In response to these problems, an increasing number of developing countries have reformed governance models and introduced private investment and management in formerly State-dominated ports.

**Figure 1 - On the rise: World Bank investment into sea port privatization**



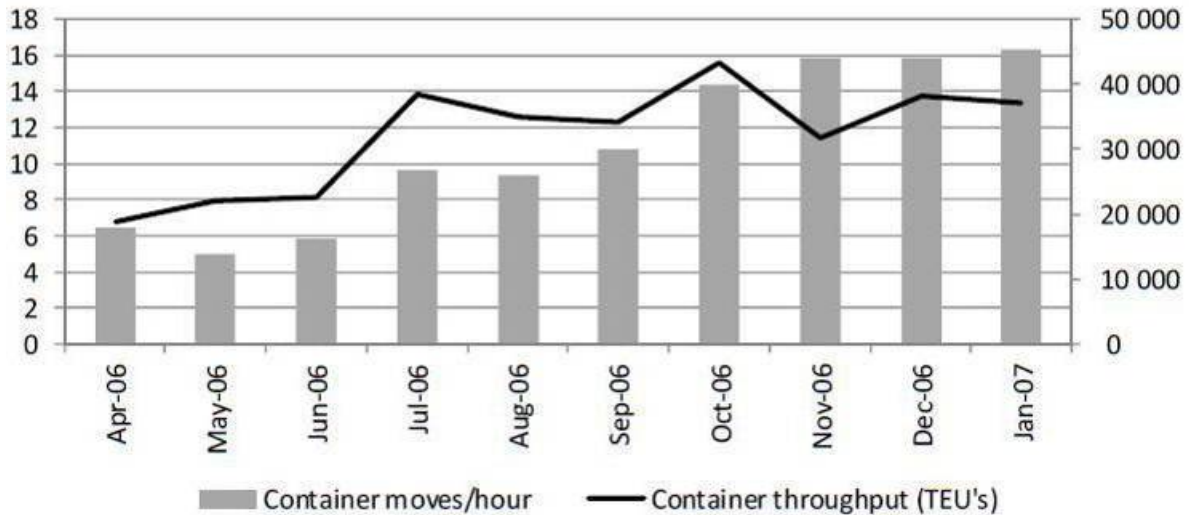
Source: World Bank Project Database

The most prominent form of FDI in ports has been to concession bulk cargo and container terminals to transnational corporations otherwise known as international terminal operators (ITOs), who then assume responsibility for investment and operation over a defined period of time. Compared to public entities and local investors, ITOs tend to have significant economies of scale, access to cheaper financing, cutting-edge technology, and advanced management and operational practices. Yet the policy challenges associated with introducing private investment, including FDI, should not be underestimated. These challenges include, among others, establishing the necessary legal and institutional framework, restructuring port entities, managing the bidding process, negotiating with ITOs, and providing fair and effective regulation throughout the project.

Nigeria was selected for the case study as it is a developing country that has shown good policy practices in attracting and benefiting from FDI in port terminals. The country's broad-based port

reforms over the past decade resulted in 25 port terminal concessions to private operators. The concessions allocated to ITOs had the most significant results, including that of the largest container terminal in the country, Apapa container terminal in the Lagos port complex. Private and foreign participation in the industry was associated with noteworthy improvements in port performance.

**Figure 2 - Rising container productivity at Apapa Terminal expands throughput**



Source: Nigerian Port Authority (NPA), A.P. Moller Terminals (APMT) of Denmark

**Table 1 - Reduced turnaround times and extended operating hours at Apapa Container Terminal**

	Pre-concession	Post-concession (2008)
Average vessel wait time	14-28 days	0-24 hours
Working hours per day	12 hours	24 hours
Working days per week	5 ½ days	7 days

Source: NPA Handbook, APMT

The case study reviews the reforms and concession process and identifies lessons for other developing countries.

The best practice lessons from Nigeria were:

**When moving from public to private port terminals**

1. Identify potential for private port investment
2. Establish legal and institutional framework for private participation
3. Create a high-level body to catalyse and coordinate reforms
4. Carefully diagnose needs and formulate new port model, drawing on external knowledge if necessary

**When promoting and negotiating FDI entry**

1. Establish a strong and stable foreign investment regime
2. Fiscal incentives are unnecessary, except in the case of certain greenfield projects
3. Appoint an independent transaction advisor to help manage the concession process
4. Allow for the widest possible expression of investor interests – select through phases
5. Set and follow clear procedures and timelines for bidding
6. Ensure that contracts address key issues throughout the lifetime of project



### ***When facilitating project implementation and ensuring positive long-term outcomes***

1. Proactive management of the labor force adjustments
2. Strengthen infrastructure and government services within the port complex
3. Appoint an independent institution to monitor and follow up on project implementation and operations
4. Build on and promote positive experiences

For more information, contact Richard Bolwijn, [Richard.Bolwijn@unctad.org](mailto:Richard.Bolwijn@unctad.org), and to download the case study, go to [http://www.unctad.org/en/docs/diaepcb2011d8\\_en.pdf](http://www.unctad.org/en/docs/diaepcb2011d8_en.pdf)



### **The Low Carbon Shipping (LCS) Consortium**

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Shipping is estimated to account for around 3-4% of carbon dioxide emissions (CO<sub>2</sub>). Unchecked, these emissions are expected to grow in tandem with global trade and transport activity. Against this background, the Research Councils UK Energy Programme (RCUK) and industry are co-funding a collaborative project under the heading “Low Carbon Shipping (LCS) Consortium” to reduce CO<sub>2</sub> emissions from the shipping industry. The LCS brings together 5 UK Universities (UCL, Newcastle, Hull, Strathclyde and Plymouth) and 15 industry and government partners (e.g. ship operators, designers, builders, technologists, brokers, classification society, NGOs and shipping industry clubs). The main task is to investigate the:

1. relationship between transport logistics and future ship designs;
2. future demand for shipping (in relation to other transport modes);
3. impacts of technical and policy emission reduction schemes on shipping;
4. implementation barriers to technical and policy emission reduction; and
5. allocation and enforcement of emission allowances in policy scenarios.

For further information about the LCS initiative and the related Low Carbon Shipping Conference 2012, go to <http://www.lowcarbonshipping.co.uk> and <http://research.ncl.ac.uk/globallogistics/events>.



## Upcoming events under the UNCTAD Port Training Programme

### ***English-speaking Network: Training of Trainers Workshop, Cork, Ireland, May/June 2012***



*UNCTAD/TrainForTrade Port Partner Meeting with staff of Port of Cork including Mr. Brendan Keating, CEO of Port of Cork, Director of Dublin Port Company, Mr. John Moore, and UNCTAD official, Mr. Mark Assaf in Cork, Ireland, January 2012.*

Hosted by the Programme's newest port partner, the Port of Cork, and with the support of the Dublin Port Company and Belfast Harbour Commissioners, the UNCTAD/TrainForTrade English-speaking port network is set to organise a Training of Trainers Workshop on "Modern Port Management" in Cork, Ireland from 22 May to 1 June 2012.

The UNCTAD/TrainForTrade Port Training Programme seeks to improve port efficiency and further international trade by reinforcing technical and managerial skills of the port community's human resources. It fosters national ownership and sustainability through the recruitment of senior managers from the port community every year to participate in an intensive Training of Trainers' workshop. After the training, participants are able to serve as local instructors to their respective ports, in collaboration with UNCTAD specialists and their national port authorities, and to transfer their acquired knowledge.

The English-speaking Network Training of Trainers workshop received high marks of appreciation from the Programme's member ports and about 25 selected senior port managers will join the training this year. The latter will focus on modules 5 to 8: Methods and Tools of Modern Port Management, Commercial and Economic Management, Administrative and Legal Management, and Technical Management and Human Resources Development.

### ***French-speaking Network: Training of Trainers Workshop, Nantes, France, June 2012***



The UNCTAD/TrainForTrade Port Training Programme is organising, in collaboration with the Grand Port Maritime de Nantes-Saint-Nazaire, France, a Training of Trainers workshop for its French-Speaking port members in Nantes from 12 to 22 June 2012. This seminar was adopted and listed in the action plan developed during the Coordination Meeting organised in Cotonou, Benin, in March 2012. Around 25 senior managers from African ports (Benin, Cameroun, Comoros, Congo, Côte d'Ivoire, Djibouti, Gabon, Guinea, Mauritius, Madagascar, Mauritania, Senegal and Togo) will be trained in the first half of the "Modern Port Management" course.



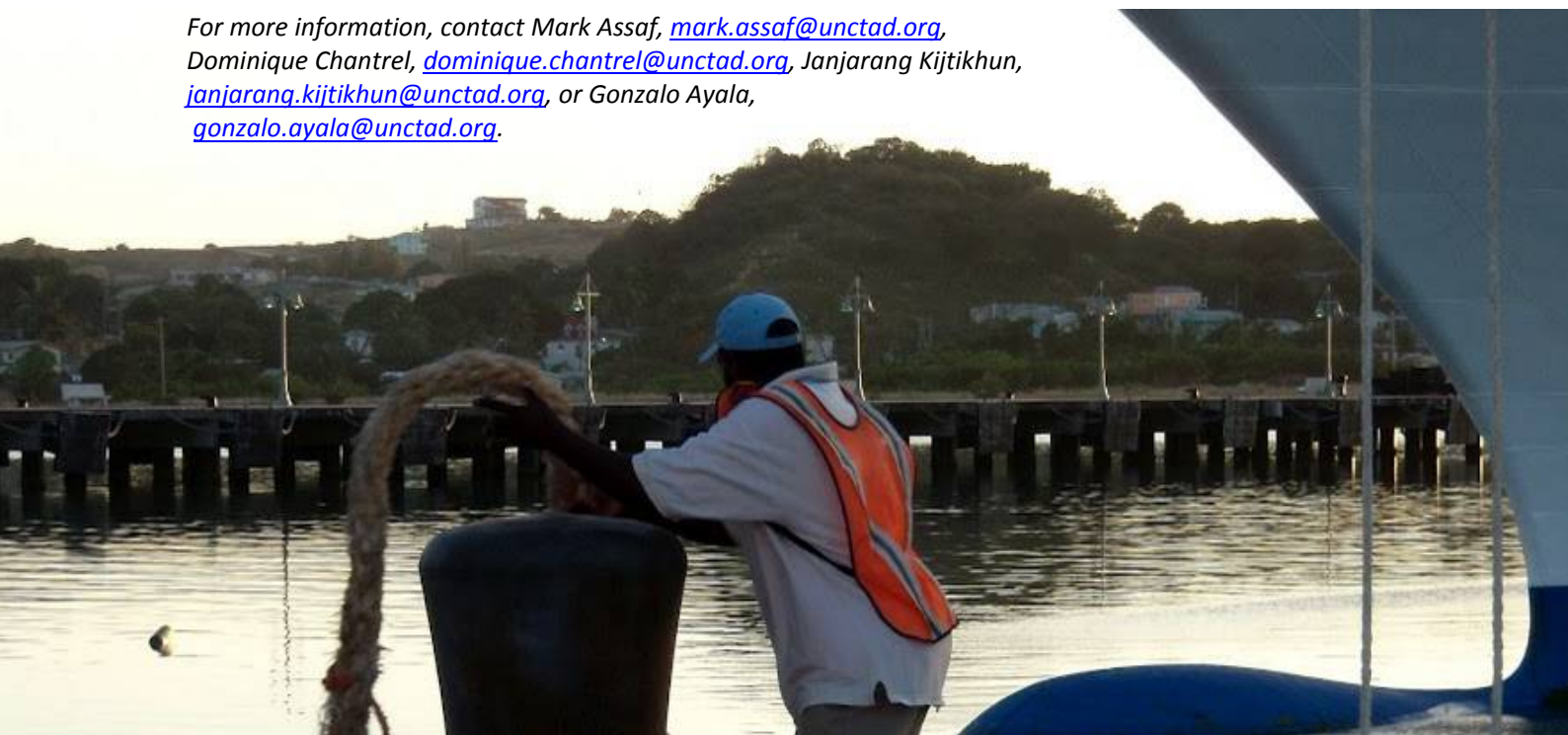
**Spanish-speaking Network: Regional Meeting on Modern Port Management, Mexico, 27-28 June 2012**



Hosted by the “Administración Portuaria Integral” of Baja California Sur, and the Secretary of Communications and Transportation (SCT) of Mexico in cooperation with Spanish Port Authorities from Valencia and Gijon, the Regional Meeting on Modern Port Management will be held in Los Cabos, Baja California – México, from 27 to 28 of June 2012.

The meeting has for objective to present the Port Training Programme to Latin American ports, explore possibilities for the Programme to be used as a strategic tool for human resource development in the region, and look into bringing in new ports into the Spanish-speaking network.

For more information, contact Mark Assaf, [mark.assaf@unctad.org](mailto:mark.assaf@unctad.org), Dominique Chantrel, [dominique.chantrel@unctad.org](mailto:dominique.chantrel@unctad.org), Janjarang Kijtikhun, [janjarang.kijtikhun@unctad.org](mailto:janjarang.kijtikhun@unctad.org), or Gonzalo Ayala, [gonzalo.ayala@unctad.org](mailto:gonzalo.ayala@unctad.org).





## UNCTAD Technical Notes on Trade Facilitation now in Spanish

Now available in Spanish, the UNCTAD Technical Notes on Trade Facilitation Measures aims to assist Geneva- and capital-based negotiators to better understand the scope and implications of the various trade facilitation measures being proposed in the context of multilateral negotiations on trade facilitation. The notes have been revised to reflect the evolution in multilateral trade facilitation negotiations over the past three years. Each of the 17 notes available introduces technical and practical details of major trade facilitation concepts and best practices as they relate to the consolidated draft text of the WTO negotiations on trade facilitation.

Spanish: [http://unctad.org/sp/docs/dtltlb20101\\_sp.pdf](http://unctad.org/sp/docs/dtltlb20101_sp.pdf)

English: [http://www.unctad.org/en/dtltlb20101\\_en.pdf](http://www.unctad.org/en/dtltlb20101_en.pdf)

French: [http://unctad.org/fr/docs/dtltlb20101\\_fr.pdf](http://unctad.org/fr/docs/dtltlb20101_fr.pdf)

## Trade Facilitation as an Early Harvest under the WTO Doha Round

The WTO Director General, Pascal Lamy, was recently quoted as saying that "the Doha Round of trade talks, launched more than 10 years ago, is unlikely to succeed but [that] progress can be achieved in getting international agreement in areas such as trade facilitation".

There has been "some progress", although it will not be in the form of the "big package envisaged 10 years ago", he said. The WTO is instead trying to extract from the current round of talks a few topics on which progress can be made on their own merit, such as coming up with common rules to facilitate the movement of goods across borders. "Half the economic benefits from the round will stem from trade facilitation," said Mr. Lamy.

<http://www.reuters.com/article/2012/03/19/wto-lamy-idUSL3E8EJ7H320120319>

## Public Private Infrastructure Advisory Facility (PPIAF) Toolkit for PPPs

The latest toolkit, funded the World Bank and AusAID, and developed by the UN Department of Economic Affairs and Indian Ministry of Finance, aims at improving PPP decision-making processes. The Toolkit is prepared as a part of a PPP capacity building programme for the Ministry of Finance, government of India to further its support for scaling up PPPs.

The toolkit contains tools, methodologies and processes to assist the governments/agencies to strengthen decision-making at all key stages of the PPP project cycle. It covers highways, water and

sanitation, ports, solid waste management and urban transport sectors and also includes the financial viability indicator model, PPP family indicator, PPP suitability filter, mode validation tool, and various case studies. PPIAF also offers toolkits for many other areas of transport policy making.

<http://www.ppiaf.org/ppiaf/page/knowledge-center/toolkits>

## OSCE-UNECE Handbook of Best Practices at Border Crossings

This joint Handbook by Organization for Security and Co-operation in Europe (OSCE) and the United Nations Economic Commission for Europe (UNECE) aims to assist countries in developing more efficient border and customs policies through the promotion of existing best practices in the field.

It is intended for use as a practical reference guide both for government agencies and private sector bodies that are "users" of border crossing points. Advice regarding the development of new border-related policies

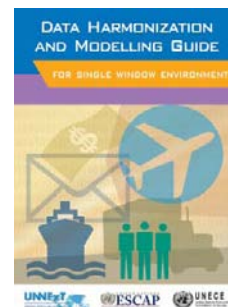
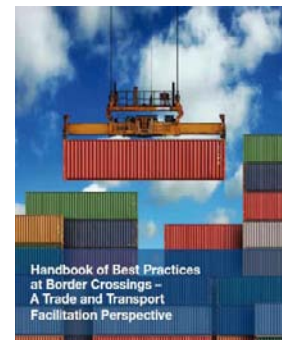
and the introduction of new best-practice procedures and technologies is given along with operational examples. All Customs authorities should find a number of recommendations that will improve their work and will facilitate trade and cross-border transport.

<http://www.osce.org/eea/88200?download=true>

## Data Harmonization and Modelling Guide for Single Window Environment

This publication, developed by ESCAP in collaboration with UNECE and UNNExT, provides a step-by-step method for conducting data harmonization and modelling process.

Simplification and harmonization of trade data and documentary requirements can contribute significantly to the reduction of time and costs for international trade transactions. Harmonizing data used in trade documents and aligning them with international standards ensure data interoperability among the various parties engaged in a



trade transaction. In particular, harmonization is a necessary step toward trade automation and the introduction of electronic Single Window facilities. The publication aims to assist governments and businesses in harmonizing and standardizing the international trade data required in fulfilling all import, export, and transit-related regulatory requirements.

<http://www.unescap.org/tid/publication/tipub2619.pdf>

### **Training Programmes on Trade Facilitation and Rules of Origin during 2012 and 2013**

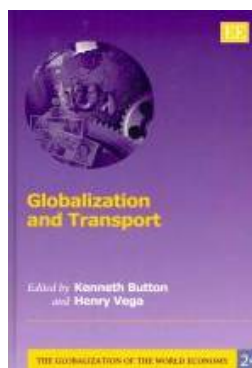
The Swedish National Board of Trade is currently running two different international Training Programmes, one on Rules of Origin and the other on Trade facilitation. This will be the fourth programme since their first such initiative in 2008. The programme is directed towards trade stakeholders, such as trade policy advisers, legal advisers and customs managers, from selected countries in the Southern Africa Customs Union (SACU) region. The objective is to raise awareness and build capacity in the area of Trade Facilitation and Rules of Origin, as well as to facilitate, develop and implement 'Change Projects'. The programme is partly financed by the Swedish International Development Cooperation Agency (Sida) and partly by the participating countries.

<http://www.kommers.se/In-English/Training-Programmes-TP/>

### **Globalization and Transport**

**Book by Kenneth Button and Henry Vega**

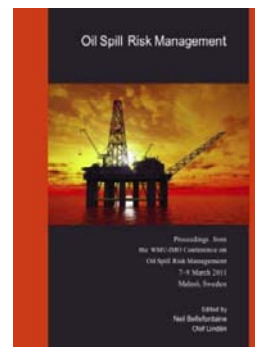
This book contains selected seminal works from leading academics which address the issue of globalization and transport, and outline the diverse and controversial nature of this subject. The field of globalization and transport witnessed a surge in interest over the past two decades with scholars questioning the reasoning behind its growth, its impact on the environment and trade as well as its effect on the development of cities and supply chain logistics. This book is especially useful to researchers, students and practitioners in the field of globalization and transport.



[http://www.e-elgar.co.uk/Bookentry\\_main.lasso?id=13357](http://www.e-elgar.co.uk/Bookentry_main.lasso?id=13357)

### **Oil Spill Risk Management 2011**

This book presents the proceedings of a World Maritime University-International Maritime Organization Oil Spill Risk Management conference



held in March 2011. It includes select papers presented during the conference which address the topic of oil spill risk management and the preparedness and readiness of national jurisdiction, offshore and shipping industries. The March 2011 conference

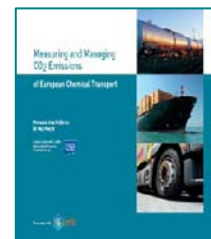
brought together key stakeholders from across the globe for an opportunity to discuss topics from risk assessment to advances on oil spill contingency planning, mitigation, and response.

<http://www.wmu.se/publications/oil-spill-risk-management-2011-proceedings>

### **Measuring and Managing CO<sub>2</sub> Emissions of European Chemical Transport**

**Report by Professor Alan McKinnon and Dr Maja Piecyk**

The report takes a closer look at the operations of some of the larger chemical companies, and starts to build a picture of current CO<sub>2</sub> emissions of the various transport modes. It considers some of the potential decarbonisation measures available to the chemical industry and possible challenges that need to be overcome to achieve these.



The report represents a first step to understanding how the chemical industry can improve the measurement and management of transport-related carbon emissions for safe, efficient and sustainable logistics.

<http://www.cefic.org/Transport-and-Logistics/Sustainable%20Logistics/McKinnon%20Report.pdf>

### **Time as a Trade Barrier**

**NBER Working Paper by David Hummels and Georg Schaur**

This paper models firms' choice between exporting goods using fast but expensive air cargo and slow but cheap ocean cargo. This choice is said to depend on the price elasticity of demand and the value that consumers attach to fast delivery. It is revealed in the relative market shares of firms who air and ocean ship. The authors use US imports data that provide rich variation in the



premium paid for air shipping and in time lags for ocean transit to identify these parameters and extract consumer's valuation of time. The study estimates that each day in transit is equivalent to an ad-valorem tariff of 0.6 to 2.3 percent and that the most time-sensitive trade flows are those involving parts and components trade. These results suggest a link between sharp declines in the price of air shipping and rapid growth in trade as well as growth in world-wide fragmentation of production. The results are also useful for assessing the economic impact of policies that raise or lower time to trade such as security screening of cargo, port infrastructure investment, or streamlined customs procedures.

[http://www.nber.org/papers/w17758.pdf?new\\_window=1](http://www.nber.org/papers/w17758.pdf?new_window=1)

### **TransFarm Africa Initiative - Removing the Barriers to African agricultural production, Tanzania Case study**

The Case of Mtanga Farms - Combining Investment and Policy to Establish a Seed Potato Industry in the Iringa Highlands of Tanzania - is a project under the TransFam Africa Initiative which sought to remove serious obstacles to agricultural development through three steps:

Identifying concrete barriers stemming from actual investments in agriculture (the key to a demand-driven approach),

Removing those barriers, and scaling up or "institutionalising" the policy responses which successfully removed the barriers in order to make the benefits more widespread.

[http://www.aspeninstitute.org/sites/default/files/content/imaqes/qhd/Mtanga\\_July\\_20\\_2011.pdf](http://www.aspeninstitute.org/sites/default/files/content/imaqes/qhd/Mtanga_July_20_2011.pdf)

### **All About Shipping**

Allaboutshipping is a free, electronic platform set up to address 100+ categories of subjects related to the shipping industry. It aims to offer the industry a variety of unbiased news and information.

<http://www.allaboutshipping.co.uk/>

### **Policy Analysis of Complex Transport Systems, 2-7 June 2012, Azores, Portugal**

This summer course, organised by the EU/US Policy Oriented ATLANTIS Project "PACTS", Aims to provide professionals and researchers advanced training in policy analysis of complex transport systems, and improved skills and knowledge to advance their careers.

<http://www.pacts-eu-us.net/summer-course-2012>

### **PortExecutive Seminar, 28-29 June 2012, Marseilles, France**

The PortExecutive Seminar is a two-day executive training program exploring challenges faced by port managers and regulators. It offers an in-depth analysis of the port competitive environment, port governance, private-public partnership and port supply chains provided by academic experts and practitioners. It is targeted at managers and staff of private and public bodies involved in port management, operation, planning and development, as well as private consultants interested in developing a portfolio of port projects.

<http://www.porteconomics.eu/portexecutive.html>

### **Maritime Public Leaders' Programme, 15-23 October 2012, Singapore**

Nanyang Technological University Singapore and Maritime and Port Authority of Singapore are jointly organising a Maritime Public Leaders' Programme 15-23 October 2012, for senior officials from maritime administration. The Programme embraces different subjects such as port planning and management, shipping economics and finance, maritime law and security, public leadership and governance and involves lecturers and speakers from NTU different schools and institutes.

[http://www.maritimeinstitute.sg/News/News\\_Detail.aspx?NewsID=148](http://www.maritimeinstitute.sg/News/News_Detail.aspx?NewsID=148)

### **Intelligent Mobility – thinking about tomorrow's transport**

This was the title of a recent UNECE Inland Transport Committee policy debate. High-level speakers, governments, experts and academia from all the around the world came together on 28 February 2012 to discuss Intelligent Transport Systems (ITS) and to contribute to the policy-segment and launch of the UNECE strategy package on ITS.

Intelligent Transport Systems play an important role in shaping the future ways of mobility and the transport sector. Through the application of ITS, transport can be more efficient, safer and greener. The objective of the UNECE strategy on ITS is to lobby for new actions and policies that would improve quality of life and make sustainable mobility available across borders.

Download presentations made at this meeting at [http://www.unece.org/trans/events/2012/un\\_policy\\_seqment\\_docs.html](http://www.unece.org/trans/events/2012/un_policy_seqment_docs.html)