

TRANSPORT NEWSLETTER

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT



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EDITORIAL

Dear readers,

As we look back to 2012, we see a year full of exciting projects and endeavours. In April, the mandate for UNCTAD’s work in themes related to transport and trade facilitation was reconfirmed in the organization’s Doha Mandate. ASYCUDA continued its growth and the system has now been installed or is being implemented in over 90 countries, territories and regions. In addition to the ASYCUDA programme, in 2012, UNCTAD’s Trade Logistics Branch launched five new publications, organized more than 15 conferences, seminars as well as other events and recruited more than 20 national consultants in its Member countries.

The year came to an end with two highlights for Trade Logistics Branch: the publication of the Review of Maritime Transport 2012 and the successful organization of our Ad-Hoc Expert Meeting on “Assessing Port Performance”. As pointed out by the Secretary General of UNCTAD in his foreword for this year’s Review, “[m]aritime transport is the backbone of international trade and a key engine driving globalization. Around 80 per cent of global trade by volume and over 70 per cent by value is carried by sea and is handled by ports worldwide; these shares are even higher in the case of most developing countries.” In many cases, over 95 per cent of a developing country’s international trade passes through one main seaport. Increased port performance can lead to lower transport costs and help boost a country’s competitiveness. There is presently no global comparison of port performance allowing ports and their clients to benchmark against other ports. Identifying standardized indicators that would allow stakeholders to gain a better understand of their ports’ efficiency could be an important first step towards encouraging further port reforms, leading to improved port efficiency and country competitiveness. In this context, our Ad Hoc Expert Meeting in December proved to be very timely and useful (see page 4 in this newsletter for further details).

In the area of trade facilitation, in 2013, several of our projects will move from the phase of national implementation plans to regional coordination and cooperation. The regional dimension will also be important for our upcoming work in preparation of the 10-year review of the Almaty Program of Action, a program which focuses on the specific situation of landlocked developing countries.

We sincerely thank you for reading this newsletter and staying abreast of the work of UNCTAD and other international organizations on transport and trade facilitation. We welcome your comments and suggestions at any time.

The Trade Logistics Branch Team,
Geneva, December 2012



REVIEW OF MARITIME TRANSPORT NOTES DROP IN LINER COMPETITION, STRESSES ENVIRONMENTAL SUSTAINABILITY AND CLIMATE RESILIENCE

Notes that supply–demand gap is compressing rates, threatening recovery in global maritime transport.

World seaborne trade – a measure of demand for shipping, port and logistics services – climbed by 4 per cent in 2011, reaching a record high of 8.7 billion tons, UNCTAD's Review of Maritime Transport 2012 reveals.

But over the same year, world ship supply capacity expanded much faster, at a rate of 10 per cent, reaching for the first time a total of 1.5 billion deadweight tons, the report says. This supply and demand mismatch is bad news for the industry and for market profitability, especially in view of the continued growth in ship supply capacity, and the current fragile and uncertain economic outlook which threatens prospects for a robust growth in demand.

The report notes that in tandem with world seaborne trade, global port throughput expanded in 2011, at a rate of 5.9 per cent. A total of 60 per cent of world seaborne trade by volume was loaded, and 57 per cent unloaded, in developing-country ports. That is a remarkable shift away from previous patterns, in which developing economies served mainly as loading areas for raw materials and natural resources.

Challenges to profitability, declines in competition

The Review of Maritime Transport warns that supply and demand imbalances are squeezing freight markets and tightening the finances of many shipping companies, given that such a situation tends to lower freight rates, compress earnings, and erode profit gains. Still, the net impact of lower rates on trade, especially for developing countries that have disproportionately higher transport costs, could, to some extent, be positive, the UNCTAD report says. The average cost of shipping a 20-foot equivalent unit (TEU) container from Shanghai to Northern Europe fell from \$1,789 in 2010 to \$881 in 2011. The average rate for shipping a 40-foot equivalent unit (FEU) container from Shanghai to the West Coast of the United States declined over the same period from \$2,308 to \$1,667.

From 2011 to 2012, the share of country pairs served by direct liner shipping connections remained steady at about 18 per cent; for the remaining country pairs at least one transshipment port continued to be required. Over the same period, the average number of liner companies providing services to and from each country's ports worldwide declined by 4.5 per cent, the report says. Meanwhile, the average size of the largest container ships increased by 11.5 per cent. Between 2004 and 2011, the average number of liner companies dropped by nearly 23 per cent, while the size of the largest ship deployed nearly doubled. A trend featuring increasing container-ship sizes and carrying capacities and declining competition within the industry has now continued for several years, the report says.

The underlying international legal and regulatory framework supporting transport and trade is also evolving. The Review of Maritime Transport reports on important developments relating to limitation of liability for maritime claims, trade facilitation, maritime and supply-chain security, maritime safety, and environmental issues. Among the noteworthy regulatory developments is a set of technical and operational measures to increase energy efficiency and reduce greenhouse gas (GHG) emissions from international shipping, which was adopted under the auspices of the International Maritime Organization in July 2011. These measures are expected to enter into force on 1 January 2013.

Maritime transport, climate-change concerns and sustainability

This year's report also focuses on another pressing issue facing the transport sector, namely the need for steps to be taken to reduce the negative impacts of freight transport. The sector faces a dual challenge.

On the one hand, it must reduce its high rate of energy use and curb its GHG emissions so that it becomes environmentally sustainable and can help to control climate change. The International Energy

Agency estimates that the transport sector, including freight and passenger transport, consumes over 50 per cent of global liquid fossil fuels. At the same time, the Intergovernmental Panel on Climate Change estimated in its Fourth Assessment Report that 13 per cent of world GHG emissions were transport-related. Unchecked, these emissions are likely to continue to grow in response to increased global economic activity.

On the other hand, the transport sector needs to adapt and build its climate resilience in the face of adverse climate change impacts, especially in ports. While ports are at the heart of international trade and are key nodes of global supply chains, they are also exposed to such climate change impacts as rising sea levels, floods, storm surges and strong winds.



The report finds that there is no single straightforward solution to the challenge of making maritime transport environmentally sustainable. It states, however, that a shift to more sustainable and resilient freight transport systems is necessary. Relevant strategies include adopting more energy efficient transport systems, promoting the use of cleaner fuels, shifting to cleaner modes of transport, and adjusting logistics operation

processes. Assessing the potential impacts of climate change on transportation systems and adopting appropriate adaptation measures are key for climate resilience. Climate change considerations need to be mainstreamed into transport planning and investment decisions, the report says. This shift requires considered and coordinated efforts by both public and private entities, and calls for extensive awareness raising, data and information gathering and technology development, as well as an enabling policy and regulatory framework. Meaningful progress in this respect will require the mobilization of much-needed financial resources, including through greater public sector involvement, public-private partnerships, and climate finance options, the report says.

Background

Maritime transport is the backbone of international trade and the global economy. Around 80 per cent of global trade by volume and over 70 per cent of global trade by value are carried by sea and are handled by ports worldwide. These shares are even higher in the case of most developing countries.

UNCTAD's Review of Maritime Transport has for 44 consecutive years provided coverage of key developments affecting international seaborne trade, shipping, the world fleet, ports, freight markets, and transport-related regulatory and legal frameworks. The Review has also extended its cover-

age to include inland transport and relevant transport auxiliary services. It keeps track of long-term trends and recent developments.

As in previous issues, the 2012 Review contains critical analysis and extensive unique data, including long-term data series, on seaborne trade, fleet capacity, shipping services, and port handling activities.

*Full report - <http://unctad.org/rmt>
For more information contact Jan Hoffmann (jan.hoffmann@unctad.org), Trade Logistics Branch, DTL, UNCTAD*



UNCTAD AD HOC EXPERT MEETING ON “ASSESSING PORT PERFORMANCE”, GENEVA, 12 DECEMBER 2012

As previously reported (see *Transport Newsletter No. 55, Third Quarter 2012*), UNCTAD convened an Ad Hoc Expert Meeting on “Assessing Port Performance” on 12 December 2012 in Geneva, Switzerland.

The Ad Hoc Expert Meeting provided a platform to review the recent developments made by individual ports, regional port associations, port users and academia in measuring port performance. The meeting was well attended with around 40 participants from 20 countries representing governments, international organizations, industry and academia.

In her opening remarks, Ms. Anne Miroux, Director of the Division on Technology and Logistics, underlined the importance of ports for trade and the economy as more than 80 per cent of merchandise trade by volume is seaborne, and the share is even higher for most developing countries. Ms. Miroux recalled that presently there is no global comparison of port performance allowing ports and their clients to benchmark against other ports. Identifying standardized indicators that would allow stakeholders to gain better understanding of their ports' efficiency could be an important first step towards encouraging further port reforms, leading to improved port efficiency and country trade competitiveness. This meeting was an attempt to address this gap by understanding the needs of both industry and academia to see how future collaboration and to what extent could be possible.

The meeting was chaired by Professor Mary R. Brooks, William A. Black Chair of Commerce, Dalhousie University, Canada who stated that seamless secure trade must go hand-in-hand with maximizing port performance. For this to happen, work must be done on reducing bureaucracy within ports.

The meeting was divided into a morning session addressing recent developments in port performance from an industry perspective, and an afternoon session looking at techniques used by academics in analyzing data on port performance. In total there were 15 substantive presentations intertwined with an engaging debate. The main session of the morning was very compact with presentation being delivered by representatives of (IAPH, ESPO, PMAWCA, Fundación Valenciaport, and Tanzania Ports Authority amongst others. While the afternoon session included presentations from well known port academics Prof Brooks, Prof Cullinane and Dr Song as well as others and ample time for discussion.

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

That port performance measurements need to take into account both inputs (e.g. land, labour, capital etc.) and outputs (e.g. volumes processed, times, financial returns etc.) as well as contextual information (e.g. environmental, economic and social aspects). It was further stressed that a balance has to be struck between the data that would be “ideal” to have and the data that can realistically be obtained. Collecting homogenous data remains a key challenge which largely depends on the willingness of ports to share operational information.

Ports may be reluctant to share some of their data, both for commercial reasons and for fear of being confronted with “misleading” results, such as comparing import cargo with transshipment, TEUs or FEUs, full containers or empty containers etc. In practice, public port authorities are more likely to be willing (and obliged) to publish and share data. The suggestion was made that concession agreements (or other contracts with private operators) should include provisions that require private operators to provide data. Yet this does not solve how to get the data part way through a concession when there is no such provision in the concession agreement.

Many speakers and participants mentioned the prior work of UNCTAD as an important reference tool for ports to measure their productivity. Several interventions praised UNCTAD initiative to push the boundary of data collection further citing that UNCTAD is well placed to a) obtain data and b) ensure confidentiality based on its acknowledged role as a neutral partner. UNCTAD is also well positioned to ensure the use of such data to produce studies and information as a “public good”, for example in the context of ports' adaptation to climate change. Experts also suggested UNCTAD should work with regional port associations. A key challenge will continue to be to gather precisely defined data, in a systematic and standardized manner.

In summary, experts at the meeting supported UNCTAD's initiative to continue its analytical work towards the development of port performance assessment indicators. In particular, the experts considered positively

the following initial steps:

- 1) To make best possible use of the network of ports within its Port Training Programme to pilot test the readiness of ports to share selected indicators.
- 2) To explore the definition of data sets in cooperation with international/regional organizations.
- 3) To concentrate primarily on data related to operational efficiency before including other possible contextual information.
- 4) To anticipate when building a compendium of data the possibility of including additional contextual information.



From left to right: Mr. Joseph Hiney (Dublin City University), Dr. Vincent F. Valentine (UNCTAD), Dr. Dong-Wook Song, (Heriot-Watt University), Prof. Mary R. Brooks (Dalhousie University), Ms. Ana M. Martin Sobarón (Fundación Valenciaport), Prof. Kevin Cullinane (Edinburgh Napier University), Dr. Angela Stefania Bergantino (University of Bari).

For additional information, including the programme of the Meeting, speakers' presentations and later a detailed summary of the discussions and main outcomes, see:

<http://unctad.org/en/Pages/MeetingDetails.aspx?meetingid=175>

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THE NATIONAL PHASE OF UNCTAD PROJECT “STRENGTHENING CAPACITIES OF DEVELOPING COUNTRIES IN AFRICA AND ASIA TO SUPPORT THEIR EFFECTIVE PARTICIPATION IN NEGOTIATING BILATERAL, REGIONAL AND MULTILATERAL TRADE FACILITATION ARRANGEMENTS” COMES TO AN END

Last year, a total of 12 missions were organized in the framework of the UNCTAD project “Strengthening capacities of developing countries in Africa and Asia to support their effective participation in negotiating bilateral, regional and multilateral trade facilitation arrangements”. In Summer and Autumn 2012, six national workshop took place in Bangladesh, Bhutan, Nepal, Rwanda, Tanzania and Uganda.

In 2013, the next phase of the project will be launched. It will aim at addressing challenges and finding solutions for trade facilitation at regional level.



Thimphu, Bhutan, December 2012



Dhaka, Bangladesk, November 2012



Kampala, Uganda, October 2012



Dar es Salaam, Tanzania, June 2012



Kigali, Rwanda, November 2012

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Kathmandu, Nepal, September 2012

UNCTAD PROJECT ON IMPLEMENTATION PLANS FOR AN EVENTUAL WTO TRADE FACILITATION AGREEMENT: PROJECT REACHING ITS MID-POINT IN DECEMBER 2012

A year after its launch, the UNCTAD two-year project on Implementation Plans for an eventual WTO Trade Facilitation Agreement, (cf. Transport Newsletters No. 53, pp. 12-13, No.54, p.15 and No. 55, p.5) marked a milestone as the tenth participating country (Angola) held its high-level validation conference on 6-7 December 2012 to discuss the status of TF measures in the country and validate its national implementation plan.

The Angolan national conference was opened by the new Minister of Trade, Ms. Rosa Pavavira DE MATOS, who emphasized the importance of trade facilitation for the country's national development strategy. In addition to reviewing the draft implementation plans, the conference adopted a series of practical recommendations aimed at enhancing coordination among the Governmental agencies, increasing transparency and user-friendliness of the trade related information and simplifying existing trade procedures. Recognizing the vital importance of an inclusive national

dialogue on trade facilitation, the conference also called for the official creation of a National Trade Facilitation Committee inviting the Ministry of Trade to lead this initiative. The need to set up a national TF Committee was also recognized by Burundi, which held its national validation conference on 6-9 November 2012, while the third country to have validated its national plan in late autumn 2012, Bangladesh (also part of the UNCTAD project described on p. 5), identified specific actions to strengthen the committee already in place.

The next countries to validate their national implementation plans in early 2013 are Nicaragua and the six Eastern Caribbean countries (Antigua and Barbuda, Dominica, Grenada, St Kitts and Nevis, Saint Lucia and St Vincent and the Grenadines). The project activities are launched in the remaining participating countries: Jordan, Sudan and Suriname.

The national TF experiences and strategies, expressed so far in the national implementation plans, illustrate the steadfast progress in the implementation of the TF reforms and a growing recognition by the countries of the need to improve the national TF performance in order to increase or maintain their competitiveness in the global economy. While the individual implementation plans remain confidential, UNCTAD will release in 2013 a consolidated report in order to help developing countries, international community and donor agencies to gain a more factual view of the implementation challenges, including resource and time requirements.

For more information, please contact: Ms Azhar Jaimurzina, Trade Logistics Branch, DTL, UNCTAD: azhar.jaimurzina@unctad.org.



Angola, December 2012. Bangladesh, November 2012. Burundi, November 2012.

MARITIME INTEGRATION IN EAST ASIA

Several East Asian countries are among the most important players in different international shipping sectors. This short note presents two angles of East Asia's participation in maritime transport. First, it will illustrate the participation in different maritime industries in four selected countries, and second, it will look at the liner shipping services that connect these countries with each-other.

East Asian maritime country profiles

Below, we present the "maritime country profiles" which illustrate the market shares of four East Asian countries in six maritime sectors, together with their share in the world's population, GDP and Trade.

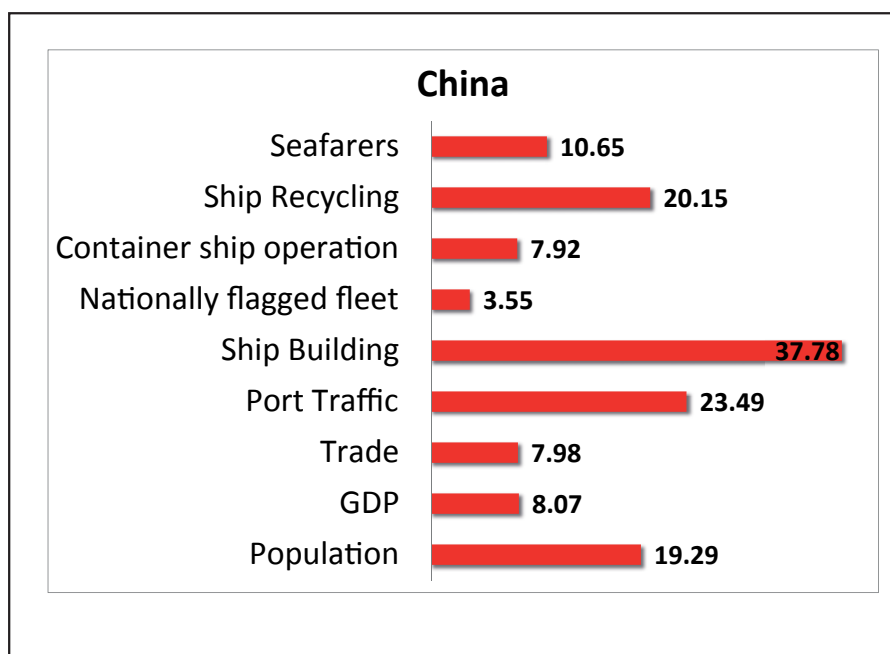
Comparing maritime country profiles shows that different countries specialize in different maritime sectors. Some decades ago, the situation was different, as most maritime nations would participate in practically all maritime sectors. They would transport most of their national trade with ships that were built, flagged, owned, insured and manned in their own country. Today, as we observe a

continuous process of concentration and specialization, the maritime sector has become one of the most globalized businesses.

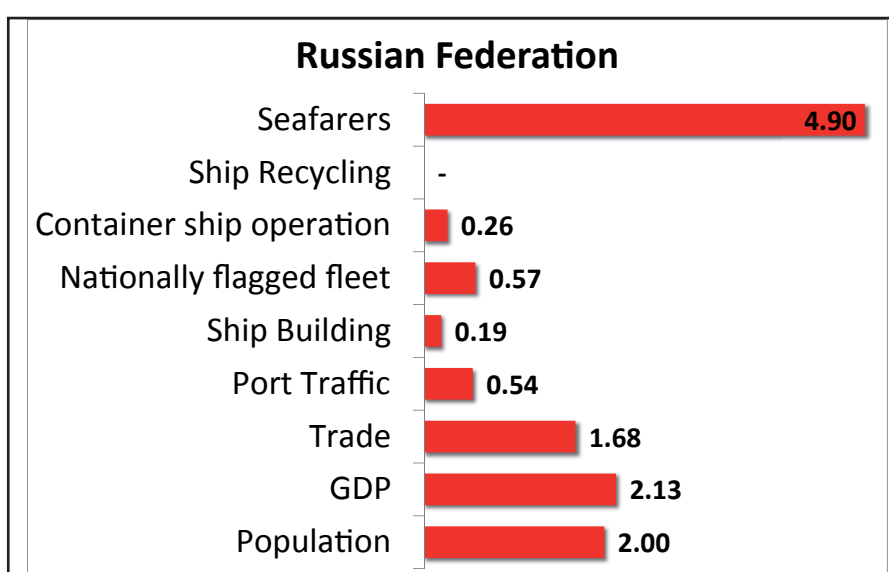
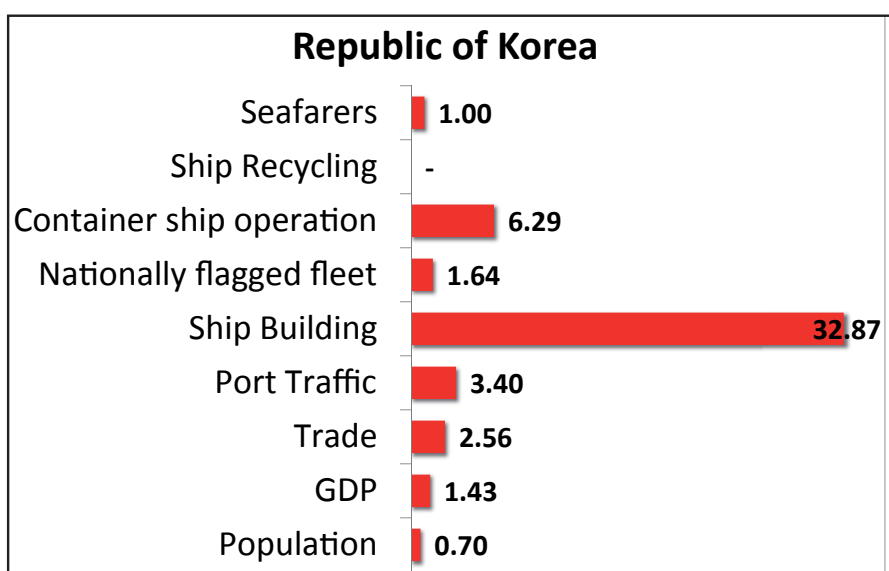
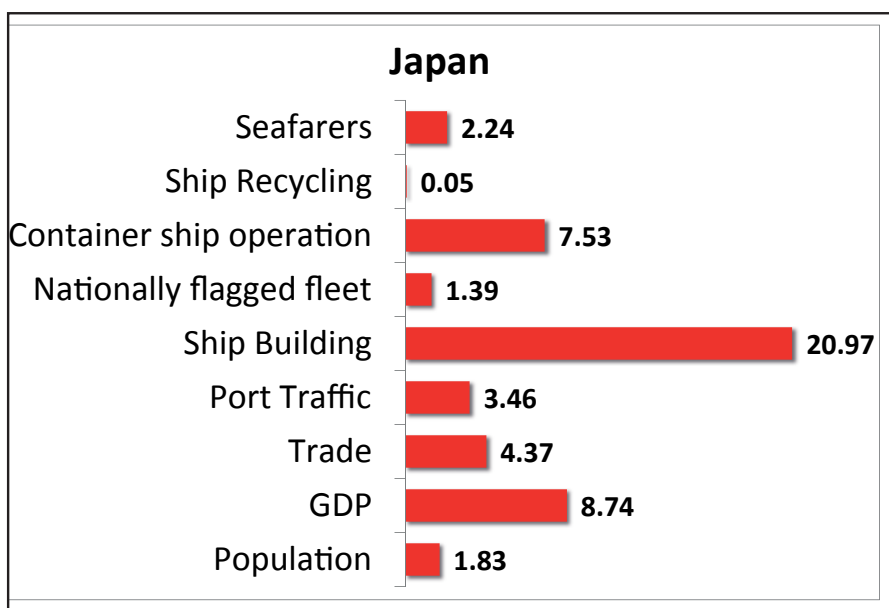
The following aspects concerning the East Asian participation in maritime businesses may be worth highlighting. China, Japan and the Republic of Korea are the three largest ship building countries. Together, they build around 92 per cent of the world's tonnage. The three countries are also important container ship operators (controlling about 22 per cent of the carrying capacity), and they account for 30 per cent of the world's container port traffic, reflecting the countries' strong participation in trade in manufactured goods. China has particular high market shares in port traffic, ship building and

ship recycling. Japan and Republic of Korea both have their strongest participation in ship building and liner shipping. The Russian Federation has some participation in almost all maritime sectors, albeit relatively weak if compared to the country's population and international trade.

The countries of the region have different endowments of natural resources and are at different levels of economic development. Being geographically close to each-other, there may exist a potential for further specialization in different maritime sub-sectors. Together, the region's countries can produce very competitive vessels and related port and shipping services (see also UNCTAD Review of Maritime Transport 2011, Chapter 6).



Source: UNCTAD, Review of Maritime Transport 2011, Annex VII.
Data are estimated shares of the world total in 2009.



Source: UNCTAD, Review of Maritime Transport 2011, Annex VII. Data are estimated shares of the world total in 2009.

Intra-regional shipping connections

China, Japan and the Republic of Korea count on some of the highest bilateral liner shipping connections. The below table depicts the number of companies that provide direct services between the four East Asian countries.

There are 51 carriers providing direct liner shipping services between China and the Republic of Korea, followed by China-Japan (43 carriers) and Japan-Republic of Korea (40 carriers). Connections between these three countries and the Russian Federation, on the other hand, are much weaker; only three carriers deploy containerships on direct services between Japan and the Russian Federation.

Number of companies providing direct services				
	China	Japan	Republic of Korea	Russian Federation
China		43	51	9
Japan	43		40	3
Republic of Korea	51	40		11
Russian Federation	9	3	11	

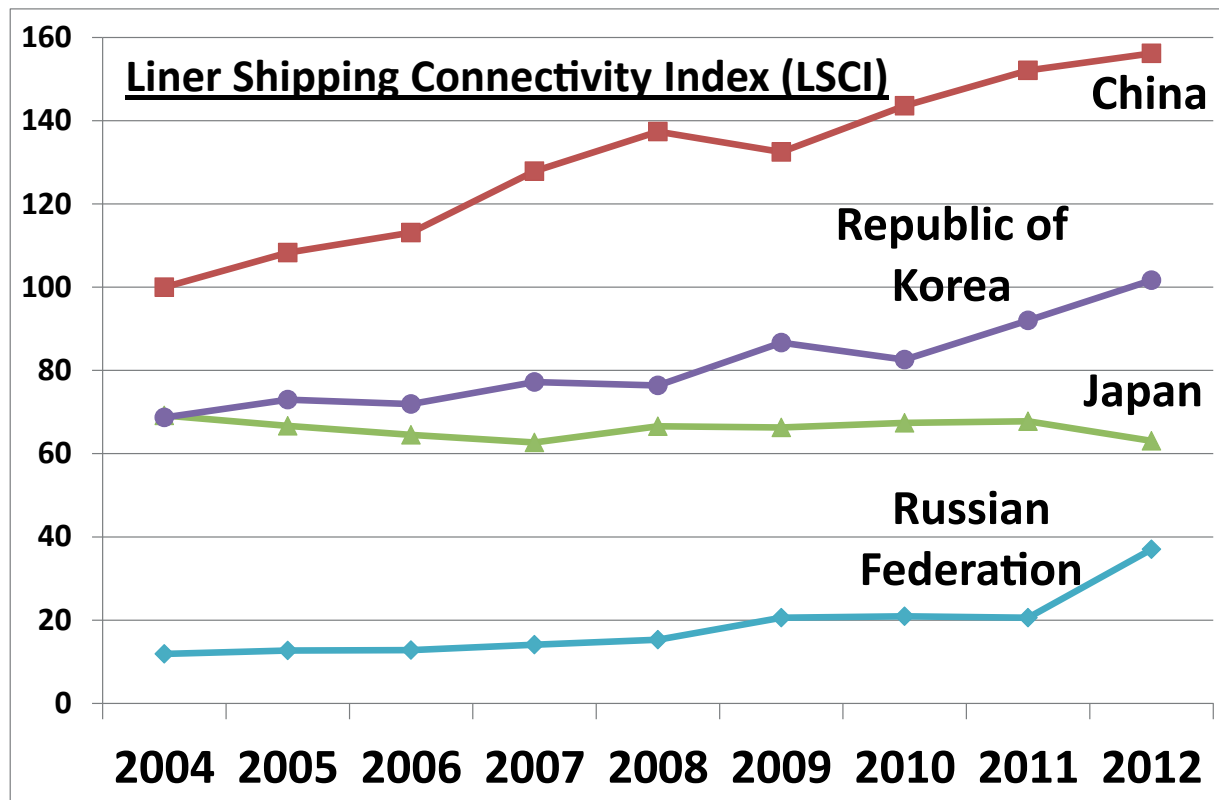
Number of ships deployed on direct services				
	China	Japan	Republic of Korea	Russian Federation
China		430	794	77
Japan	430		350	11
Republic of Korea	794	350		60
Russian Federation	77	11	60	

Largest vessel deployed on direct services				
	China	Japan	Republic of Korea	Russian Federation
China		9 200	15 550	9 200
Japan	9 200		9 200	1 118
Republic of Korea	15 550	9 200		5 100
Russian Federation	9 200	1 118	5 100	

Number of options to connect with one transshipment (i.e. common connections)				
	China	Japan	Republic of Korea	Russian Federation
China		44	72	34
Japan	44		54	25
Republic of Korea	72	54		34
Russian Federation	34	25	34	

Source: UNCTAD, Liner Shipping Connectivity Matrix, based on data provided by Lloyds List Intelligence, May 2012.

Only China and the Republic of Korea accommodate the largest container ships of 15 550 TEU in service in mid 2012. These ships are deployed on services that connect China, the Republic of Korea and a few other Asian Economies (Hong Kong, China; Malaysia; and Singapore) with Northern Europe. China and the Republic of Korea are also the best inter-connected East Asian countries as regards the number of ships deployed on direct services (794) and their TEU carrying capacity (4.1 million TEU). There are 72 countries in the world that have direct shipping connections to both, China and the Republic of Korea, indicating that these two countries are largely part of the same liner shipping networks.



Source: UNCTAD, <http://unctadstat.unctad.org/TableView/tableView.aspx?ReportId=92>, based on data provided by Lloyds List Intelligence.

UNCTAD's Liner Shipping Connectivity Index (LSCI) aims at providing an indicator of a country's access to global liner shipping services. The above figure depicts the trend in the LSCI of four East Asian countries. China has in fact the world's highest shipping connectivity. Among the four countries, three have seen important improvements between 2004 (when UNCTAD first generated the LSCI) and 2012, while Japan has mostly stagnated.

The LSCI is largely a reflection of a country's containerized sea-borne trade, as supply (of fleet deployment) follows demand (the country's containerized sea-borne trade). However, it also responds to changes in transshipment activity (demand from other countries' seaborne trade) as

well as dredging and port infrastructure improvements, which allow larger vessels to call in a country's container ports. The Republic of Korea, in particular, has a high LSCI due to its hub ports that cater for transshipment traffic for final destinations in China and Japan. Japanese ports, on the other hand, are less active in the transshipment business.

National (coastal and waterway) shipping is often reserved for nationally-flagged ships. This reservation of cargo to national shipping companies limits the possibilities of linking or expanding national services to seaports in neighbouring countries and thus leads to a lower than possible overall liner shipping connectivity. Cargo reservation also

reduces the level of competition, eventually leading to increased freight costs, which in the end reduces the competitiveness of the national and regional productive sector.

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DETERMINING BILATERAL LINER SHIPPING CONNECTIVITY IN FIVE SUB-SAHARAN LDCs

Containerized trade has been expanding all over the world, including in Sub-Saharan Africa, leading to improved liner shipping connectivity, as reflected by UNCTAD's Liner Shipping Connectivity Index (LSCI). Meanwhile, dredging and reconstruction of port facilities as well as other related infrastructure need to keep pace with increased demand from the shipping companies.

In a research paper written for UNCTAD's Trade Logistics Branch, the author analyzed trends in the liner shipping services that connect five selected sub-Saharan countries after the 2008 economic crisis. In addition to the country-level to LSCI, a new index was developed that captured bi-lateral connectivity between the five sub-Saharan countries with six overseas trading partners. Five parameters - the number of companies that provide direct services, the number of possible transshipment options, the number of ships deployed, container capacity deployed, and the maximum vessel size - have been indexed to generate one final Index, which is named Liner Shipping Bilateral Connectivity Index (LSBCI).

Relating the LSBCI to data on trade in manufactured goods, the analysis suggests that improved supply of liner shipping services has a positive impact on trade flows, just as trade flows are a key determinant of liner

shipping connectivity. In other words, manufactured trade benefits from a high level of shipping services, including fleet deployment, competition and economies of scale; just as the volume of trade between pairs of countries may lead to shipping companies adjust their route network in order to respond to demand.

Demand is not the only determinant of supply (as captured by the LSBCI). Geography plays a role, too, as countries that are on the same coast are more likely to count on direct shipping services between them. History may also play a role, as countries are more likely to have direct shipping connections if they have the same historical colonial power or if they speak the same language. Port development is another determinant of bilateral liner shipping connectivity; shipping connectivity is found to improve in response to investments in port facilities.

An index of bilateral liner shipping connec-

tivity, such as the LSBCI developed for this research paper, provides a possible indicator that assists governments or port authorities when analyzing their countries' position in the global shipping networks. It can help in the assessment of port reform projects and capital-intensive infrastructure investments. The index could also be useful for international manufacturers in the development of global value chains. It may also be of interest to the shipping companies themselves, to compare their own services with the structure of the global liner network.

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N.B:

The data was obtained from UNCTAD's LSCM (Liner Shipping Connectivity Matrix), which builds upon data received from Lloyds List Intelligence.

TRADE FACILITATION CHALLENGES AND OPPORTUNITIES IN AFRICA

In November 2012, a three-day Symposium on Trade Facilitation (TF) for African countries was organized by the World Trade Organization (WTO) in Nairobi, Kenya. Around 100 high level officials of Customs and trade from all over the continent participated in an event that offered a timely occasion to discuss the implications of a future multilateral agreement on trade facilitation. UNCTAD participated to reiterate its support to trade facilitation reforms in Africa and to present its ongoing and future projects in this field.

With 30.2 million km², Africa is the second biggest and second-most densely inhabited continent on Earth. It is also the poorest and worst interconnected continent. A total of 33 out of 55 African countries are Least Developed Countries (LDCs), meaning that a third of all LDCs are in Africa. Africa only represents 2.7% of global trade and intra-African trade accounts only for 12.3% of Africa's total.

A trucker in East and Southern Africa spends two thirds of his journey waiting instead of driving. Just an example of why trade facilitation represents a life changing opportunity for the region, even if its implementation remains challenging.

Ongoing Negotiations on a WTO Trade Facilitation Agreement

This symposium was a response to a request made by the African Group for Trade Facilitation within the WTO, a Group that acknowledged the need of a more coordinated approach to enhance coherence of Africa's position within negotiations. The event aimed at offering a forum to Geneva delegates and capital representatives to express their expectations for the next steps of the negotiations and foster a deeper consensus.

Hoping to unlock negotiations on the Special and Differential Treatment scheme, a new round of needs assessments in the field of trade facilitation will soon be launched by the WTO Secretariat. A total of 45 countries have already expressed their interest in participating. This exercise will build upon the results of the 94 needs assessment conducted from 2007 to 2010 and will try to determine the spe-

cific national TF needs and priorities. The previous exercise showed that developing countries have already implemented around 25% of the TF measures included in the agreement. Transit, single window and publication were identified among key priorities for African countries.

The WTO TF negotiations in figures:

- 8 years of negotiation
- 48 meetings of the Negotiating Group on Trade Facilitation
- 100 facilitator-led meetings
- From 150 proposed texts to 1 consolidated text
- 13 revisions of the consolidated text
- From 2200 brackets to 700 brackets

Trade facilitation as a driving force for Africa

Informal trade, lack of political commitment, corruption and lack of transport infrastructure are only a few of the challenges that were repeatedly mentioned during the WTO Symposium in Nairobi. But despite all these challenges, one thought was loud enough in the room to be heard and received the support of the audience: Trade facilitation can be a driving force for Africa and can become a significant trampoline to boost intra-African trade.

For instance, the ambitious initiative of a Common Free Trade Area (CFTA) for Africa by 2017 is intrinsically based on trade facilitation measures such as publication, reduction of formalities or border agency cooperation. Thus, a Customs technical committee has been created to develop proposals on issues such as rules of ori-

gin, customs regulation and procedures and transit procedures. These proposals will be later submitted to the conference of Ministers of Trade of the African Union.

Mr Halima Noor Abdi, a Regional Advisor from the UN Economic Commission for Africa, indicated that promoting trade facilitation together with a CFTA could increase intra-African trade by 128.4% by 2022. This would lead to a further diversification of trade in African economies, boost further exports and have a positive impact on real wages of both skilled and unskilled workers.

To African challenges, solutions "made in Africa"

The number of TF projects, initiatives and reforms presented during the Symposium showed that Africa is moving forward. Commitment to trade facilitation is increasing and African TF best practices are identified and promoted. Post-clearance audit in Zambia, Internet publication in Nigeria and the use of ICT in South Africa were some of the examples presented during the Symposium.

"As a region, we are moving faster as what is happening in the negotiations. We are moving, we are not standing, we are changing a lot of things in trade facilitation and we should be proud of it", Mark Pearson, TradeMark Southern Africa





Post-clearance audit is a process aimed at ensuring that business and individual subject to Customs have complied fully with all relevant legislation and procedural requirements. This TF measure was introduced under the Audit and Business Risk section of Zambian Customs based on a recommendation of the WCO Revised Kyoto Convention. It employs 30 officers representing 7% of Customs technical staff. Apart from enabling a more efficient Customs clearance and a higher collection of revenue, post-clearance audit in Zambia was described as a measure contributing to clients' education - a recurring topic in African Customs - by recommending certain improvements in clients' internal controls to assure future compliance. The lessons learned from the post-clearance audit are translated into updates of the incidence register and the ASYCUDA risk parameters, which leads to a continuous improvement of the risk management system in place.

Internet publication in Nigeria

Nigeria has focused on Internet publication of trade procedures and regulations since 2008. The website of the Nigeria Customs Service (www.customs.gov.ng) was presented as one best practice in the field of transparency and access to information.



The introduction of ICTs to facilitate trade in South Africa

South Africa's investment in ICTs to foster trade facilitation attracted particular interest. There, cargo release takes from 15 minutes to four hours thanks to an important investment in technology supporting the work of inspectors even in remote areas. Customs declarations are done on an iPod supported by Wifi, 3G and satellite. The use of the electronic declaration was made compulsory. Hence, traders who are not computer literate or do not have access to the Internet are requested to use the services of Customs brokers. By going electronically, the possibilities for corruption are limited, which has a positive impact on the reduction of costs for traders and consumers.

“The easier you make procedures, the more compliant clients get”, Mikel Lekala, South Africa Revenue Service

Outstanding progress in the East African Community

As the Symposium took place in Kenya, a country of the East African Community (EAC), the outstanding TF progress in this sub-region did not go unnoticed.

The EAC, which comprises Burundi, Kenya, Rwanda, Tanzania and Uganda, has undertaken meaningful TF regulatory reforms in the past years.

Some of the improvements highlighted were: the construction of One Stop Border Posts, the creation of a regional Authorized Economic Operator Scheme, the use of EAC passport for cross-border traders or the improvement of the interconnectivity of Customs using RADDex. But the work is far from being achieved in a region that aims to become a political federation. In the years to come, practical projects leading to the introduction of a Single Customs Union or a harmonization of transport regulations will be implemented.

International Financial Institutions (IFIs) and Development Agencies at the service of African countries

The WTO Symposium in Nairobi made clear that International financial institutions and Development Agencies are doing a crucial work promoting trade facilitation in Africa. The African Development Bank, the European Union, JICA, TradeMark East Africa and Southern Africa, UNECA, UNCTAD, USAID, WCO and the World Bank presented their ongoing and future projects in the continent.

And while doing that, they shared their experience on supporting African TF reforms, an experience that could be summed up in five key lessons learned:

1. Assistance is demand driven. Countries should approach IFIs and Development Agencies with concrete and detailed proposals.
2. Countries should thoroughly identify TF priorities before starting TF reforms.
3. Coordination of donors-led projects should be granted to avoid duplication and to enable an effective sequencing of the project components.
4. Involve all relevant stakeholders to ensure ownership of project.
5. Ensure political support and continuity in leadership to guarantee accomplishment of objectives and sustainability.

Article written by Arántazu Sánchez, TLB, UNCTAD (arantazu.sanchez@unctad.org) based on the presentations held during the WTO Symposium on Trade Facilitation for African Countries, 13-15 November 2012, Nairobi, Kenya.

Presentation can be accessed here: http://www.wto.org/english/tratop_e/tradfa_e/case_studies_e/symp_nov12_e/symp_nov12_e.htm

THE DOMINICAN REPUBLIC JOINS THE SPANISH-SPEAKING NETWORK OF UNCTAD / TRAINFORTRADE'S PORT TRAINING

On 8 November 2012, representatives from UNCTAD's Human Resources Development / TrainForTrade Section (HRD/TFT) handed Mr. Juan Carlos Montas Artero, Chairman of the Presidential Commission for Modernization and Port Security (CPMSP in Spanish), the acceptance letter for the Dominican Republic's formal incorporation into the Spanish-speaking network of UNCTAD's TrainForTrade Port Training Programme. This was in response to the formal request made to UNCTAD by the CPMSP.

In this context, UNCTAD officials held meetings with CPMSP to discuss in further detail the program objectives and issues related to organizing a National Steering Committee (NSC) to coordinate the Port Training Programme in the Dominican Republic, as well the steps that will constitute the action plan for the pilot phase, which will begin in 2013.

Mr. Temistocles Montas, the Minister of Economy, Planning and Development, expressed support for the program during his meeting with the TrainForTrade representatives at the National Palace. He was informed that the programme's pilot phase will take place in the port community of Haina, before being extended to other port communities in the country.

The meeting with Ms. Sarah Guemez Naut, Deputy Minister of Foreign Affairs, confirmed the willingness of the Permanent Mission of the Dominican Republic to the WTO in Geneva to provide assistance during the process of incorporating the Dominican Republic into the Spanish-speaking network. It also provided the opportunity to discuss the different aspects of UNCTAD's TrainForTrade Programme, in particular the Port Training Programme, thus laying a solid foundation for increased cooperation between the Permanent Mission and HRD/TFT.

The HRD/TFT representatives also met with representatives of the Dominican Port Authority (APORDOM) to present the Port Training Programme in detail and discuss the role that the APORDOM could play in the NSC.

During the meeting with representatives of Haina International Terminals (HIT), discussions focused on the details of the program activities to be implemented in 2013 during the pilot phase, as well as the mode for financing and aspects related to the participation of the network's port partners: Valencia Port Authority and the Port Authority of Gijón.

At the headquarters of the Autonomous University of Santo Domingo, the HRD/TFT representatives discussed with the university authorities how they could possibly cooperate during the implementation of the 2-year pilot phase – in particular, the possibility of establishing accreditation for the training that the participants of the programme will receive was discussed.

CPMSP and APORDOM have demonstrated a real commitment to building more competitive and efficient port communities in their country and in Latin America and the Caribbean. The CPMSP aims to “ensure and increase higher levels of government coordination and improve the functioning of the institutions involved in the management, use and provision of services of Dominican ports. APORDOM is the regulating organism for the national port system; it is responsible for leading and managing the country's seaports and for increasing the country's international trade.

In March 2008, the CPMSP and APORDOM adopted the Declaration of Valencia along with other countries in the region. The declaration highlighted “the important role that training and capacity build-

ing play in the modern management of ports, and the need to allocate sufficient resources”. The declaration recommended that the “UNCTAD / TrainForTrade Port Training Programme be implemented in Spanish-speaking communities and that follow-up activities be organized as to ensure sustainability”.

Likewise, during the UNCTAD Regional Meeting on Modern Port Management, held in Mexico in June of this year, the Dominican Republic and other Latin American and Caribbean countries analyzed and evaluated the scope of the Spanish-speaking Network of UNCTAD/TrainForTrade's Port Training Programme and the results that had been achieved, while also addressing the challenges the port communities face.

In this context, CPMSP representatives contributed to the drafting of recommendations and evaluations that resulted from the meeting, including: the importance of continuous human resources development and skills training as essential to effectively confront the challenges facing the port communities; the need to strengthen and build upon the cooperation and exchange of experts (as instructors) between the member ports, which is a key factor of the success of the programme; the implementation of the Port Training Programme in the Spanish-speaking Network has been successful and should be continued.

The Dominican Republic's port system is made up of 12 separate enclaves for economic operations, trade and tourism. They are strategically distributed in

different parts of the country. Its island status and strategic location in the center of Caribbean provide give the country great potential for to maximizing local capacity to strengthen policies and international trade.

The CPMSM – composed of public and private organizations and promoting programs and projects that seek to improve the efficiency of the ports and secure the country's trade flows – joins in this manner a network built to strengthen the ca-

capacity of the port communities, in order to encourage and strengthen the actors responsible for port development, respecting the local way of doing and being; promote the institutional bodies and the areas of international trade, training and modernizing the public and private actors of the port communities, and facilitating the exchange of experience and cooperation among member ports of the Spanish-speaking Network and the port partners.

For more information, please contact: Mr Mark Assaf (mark.assaf@unctad.org) or Mr Gonzalo Ayala (gonzalo.ayala@unctad.org) Human Resource Development/ TrainForTrade Section, UNCTAD



Meeting between the Ministry of Economy, Planning and Development, CPMSM and UNCTAD. Mr. Napoleón Domínguez, Mr. Roberto Reyna, Mr. Mark Assaf, Mr. Gonzalo Ayala, Minister Temístocles Montas, Viceminister of Planning, and Magdalena Lizardo, Director of the Advisory Unit of Social and Economic Analysis. Picture from the UNCTAD TrainForTrade Team



Meeting between CPMSM, UNCTAD, and the Dominican Port Authority (APORDOM). Mr. Napoleón Domínguez, Mr. Paulino Turbi, Executive Assistant Director, APORDOM, Mr. Gonzalo Ayala, Mr. Mark Assaf, Mr. Roberto Reyna, Mr. Adolfo José Mejía Oviedo, Training Department Manager, APORDOM



Meeting between CPMSM, APORDOM, UNCTAD and Haina International Terminals Mr. Adolfo José Mejía Oviedo, Gonzalo Ayala, Armando Riveras, Vice President of Operations, HIT, Sagrario Lázala, Customer Service Manager, HIT, Mark Assaf, Roberto Reyna, Rudy Pimentel, Operations Manager, HIT, and Napoleón Domínguez



Meeting between CPMSM, UNCTAD, and the Ministry of Foreign Affairs (MIREX). Mr. Roberto Reyna, Mr. Gonzalo Ayala, Ms. Sarah Güemez Naut, Vice-minister of Foreign Affairs, Reynaldo Espinal, Ambassador Director, Diplomatic and Consular Academy – MIREX.



REGIONAL ORGANIZATIONS COOPERATION MECHANISM FOR TRADE FACILITATION IN ASIA AND THE PACIFIC

Annual Meeting - Summary

The ROC-TF Annual Meeting was attended by eight international organizations working on Trade Facilitation in the Asia Pacific region, namely ADB, APEC, AFACT, ESCAP, OCO, SAARC, WCO and the World Bank. Two other organizations, ASEAN and ECO, who could not join the meeting this year prepared and submitted briefing papers on their activities in trade facilitation to the meeting. All papers and presentations were provided to participants in electronic form during the meeting.

Dr. Ravi Ratnayake, Director, Trade and Investment Division, ESCAP, opened the meeting and highlighted the need for all organizations working on trade facilitation in the region to deepen their collaboration and exchange of information as recommended by ESCAP Member States during the last Committee on Trade and Investment held in July 2011. He encouraged all organizations to identify opportunities for concrete collaboration in the coming year.

Following self-introduction of all participants, Mr. Yann Duval, ESCAP briefed the meeting on ESCAP's on-going work on trade facilitation. He also briefly informed of the actions taken by the Secretariat in implementing the recommendations made at the Dialogue on Regional Cooperation on Trade Facilitation held in Republic of Korea in October 2011 - during which the ROC-TF mechanism was initiated.

The next presentation was made by Mr. Shintaro Hamanaka of the ADB Office of Regional Economic Integration, who provided an overview of the (sub)regional trade facilitation initiatives of ADB. Most importantly, Mr. Hamanaka provided a list of trade facilitation focal points for each of the ADB (sub)regional initiatives, which would greatly facilitate collaboration going forward.

Mr. Lu Zhi Wei, Programme Director, APEC Secretariat, made a presentation on the wide range of activities of APEC on trade facilitation, informing in particular of the possibility for ROC-TF participants to apply for participation in relevant working groups as observers. This was followed by a briefing by Mr. Lee-Sang Hyup on the activities of the WCO Asia-Pacific Regional Office for Capacity Building, explaining that capacity building trainings most demanded by Member States were in the area of advance rulings, risk management, and Authorized Economic Operator (AEO) programmes.

Mr. Amrit Lugun, Director (Economic, Trade, and Finance), SAARC Secretariat, gave an extensive briefing on the history of trade liberalization and trade facilitation among SAARC member countries, highlighting recent breakthroughs in this area between Pakistan and India. This was followed by a presentation by Mr. Mainaga Taape, Trade Facilitation Officer, OCO Secretariat on the initiatives by OCO in the Pacific Island Countries.

Mr. Mahmood Zargar, General Secretary, AFACT briefed the meeting on the trade facilitation activities of both AFACT and ECO, inviting ROC-TF members to collaborate on the organization of another Trade Facilitation Forums for ECO countries in Iran in April 2013, building on the success of the first one (held in collaboration with ESCAP).

Mr. Florian Alburo, President, Center for the Advancement of Trade Integration and Facilitation, University of the Philippines, briefed the meeting on the ASEAN Trade Facilitation initiatives from his own perspective, emphasizing the need for all organizations to promote the use of existing data available in paperless customs and trade systems in identifying procedural bottlenecks and inefficiencies, as most countries in and outside ASEAN now had

systems in place but were not using the data. This could be a topic for collaboration among ROC-TF members.

The meeting this year was open to non-regional organizations with activities in the region, as this was one of the recommendations of the previous year's dialogue. Ms. Alina Mustra, GFP Coordinator, World Bank. Ms. Mustra in particular introduced the new website of the Global Facilitation Partnership for Trade and Transport (GFP), which provides new functionalities such as online discussion groups, which could be used to facilitate information exchange among ROC-TF members. Mr. Markus Pikart from UNECE also participated and briefed the meeting on the newly launched TFIG ("Trade Facilitation Implementation Guide"), which brings together the various trade facilitation tools and instruments developed by GFP and other relevant organizations. ROC-TF participants were invited to inform of new knowledge-products and tools that could be included in future updates. ESCAP and World Bank are core partners of the GFP and both Ms. Mustra and Mr. Duval encouraged other ROC-TF participants to register and join the Partnership.

The afternoon was dedicated to discussing how to further improve the emerging cooperation mechanism. The organizations re-affirmed their commitment to enhancing cooperation and sharing of information for the benefit of their respective member countries and economies. Major recommendations from the ROC-TF Annual meeting included:

- i. Develop a joint ROC-TF calendar of trade facilitation events. ESCAP TID will develop a very simple calendar of event template and circulate it to ROC-TF members before the end of the year for them to provide information on planned trade facilitation related events for the whole of 2013. It was agreed that it was important

to share information on events and projects well in advance so that concrete opportunities for collaboration could be identified.

ii. Continue to hold the annual ROC-TF meeting and to open it to more organizations involved in trade facilitation activities in the Asia-Pacific region. In particular, focal points for GIZ and the European Union should be identified and invited as they delivered significant amount of technical assistance and capacity building on trade facilitation in the region.

iii. Acknowledging the usefulness of the ROC-TF Newsletter and the associated webpage, make the following adjustments:

a. Given time and resources involved in preparing it, change the publication frequency from quarterly to bi-annual. The newsletter would refer back to the ROC-TF page, where updates on new projects and publications by ROC-TF members would be listed on the ROC-TF page within a week of the ESCAP Secretariat being informed.

b. As some individual organizations are issuing regular newsletters, time the release of the ROC-TF newsletter such that the content of these newsletters could be used when relevant. The tentative release dates for the bi-annual newsletter is accordingly set to 30 January and 30 July.

c. Focus future newsletters more on new knowledge products (e.g. publications)

and upcoming events on trade facilitation – rather than past events and projects. Newsletter should emphasize regional issue

d. Keep the design of the newsletter as simple and easy to manage as possible, given its purpose as a cooperation tool rather than a promotional tool.

e. The ROC-TF webpage may be updated to include links to the relevant organizations calendar of events or other web pages of ROC-TF organizations most relevant to trade facilitation.

iv. A first list of ROC-TF focal points should be finalized. While keeping the ROC-TF mechanism informal and at the working level, some organizations suggested that it may be useful for ESCAP to seek confirmation of (or official nomination) of focal points from some organizations, as appropriate.

v. Encourage all ROC-TF organization to join the GFP initiative; and examine the possibility and benefits of establishing the ROC-TF group (and possibly move the webpage) to the new GFP website given its advanced networking functionalities and the complementarities between ROC-TF and GFP initiatives;

vi. Systematically invite each other to relevant trade facilitation events, even

if as observers. ROC-TF accordingly agreed to share any guidelines and procedures they may have in place to give observer status (or equivalent) to each other.

vii. Given the current participants in ROC-TF meetings, which feature both Donor/technical Assistance organizations (e.g., ADB) and recipient organizations (e.g., SAARC), include discussion of capacity building needs of subregions in future ROC-TF meetings. In that context, consideration should be given to development of a ROC-TF trade facilitation product or project map, which could be discussed and updated at future meetings.

viii. Continue sharing information on trade facilitation monitoring and assessment tools developed or implemented by individual ROC-TF Members with a view to developing a region-wide harmonized monitoring and assessment framework. The APTFF 2012 Country Assessment Survey may provide a useful basis for joint work in that regard, and results would be shared by ESCAP with all ROC-TF members.

For further information please contact Khan M. F. Salehin (salehin@un.org), Trade Facilitation Section, UNESCAP



REGIONAL NETWORK OF LEGAL AND TECHNICAL EXPERTS ON TRANSPORT FACILITATION

The initiative on the establishment of the Regional Network of Legal and Technical Experts on Transport Facilitation is one of the important components of the Regional Strategic Framework for the Facilitation of International Road Transport, which was adopted by the UNESCAP Ministerial Conference on Transport held in Bangkok on 12-16 March 2012.

Purposes

The network is a key modality for building an effective legal regime and technical capacity for international transport facilitation in the region. It aims to assist member countries in upgrading the professional level of their officials and experts involved in transport facilitation, providing legal support for the formulation of relevant agreements, measures and projects and promoting the harmonization and coordination of different legal instruments on transport facilitation.

In the region, valuable experience has been gained and a wealth of knowledge exists at the national, subregional and regional levels with respect to successful approaches to both the formulation and subsequent implementation of transport agreements.

Through the network, experts from the member countries, international, regional and subregional organizations and institutions may:

- Exchange information;

- Share experience;
- Coordinate with each other;
- Provide legal/technical support for accession to international conventions;
- Pinpoint areas of legal conflict between different subregional agreements and identify their implications;
- Suggest solutions for legal conflicts between different agreements in geographically overlapped countries;
- Suggest the ways to connect the countries in different subregions under different subregional agreements;
- Study emerging issues in the field of transport facilitation; and
- Explore ways for regional harmonization of legal instruments.

Members

Negotiators of agreements, legal and techni-

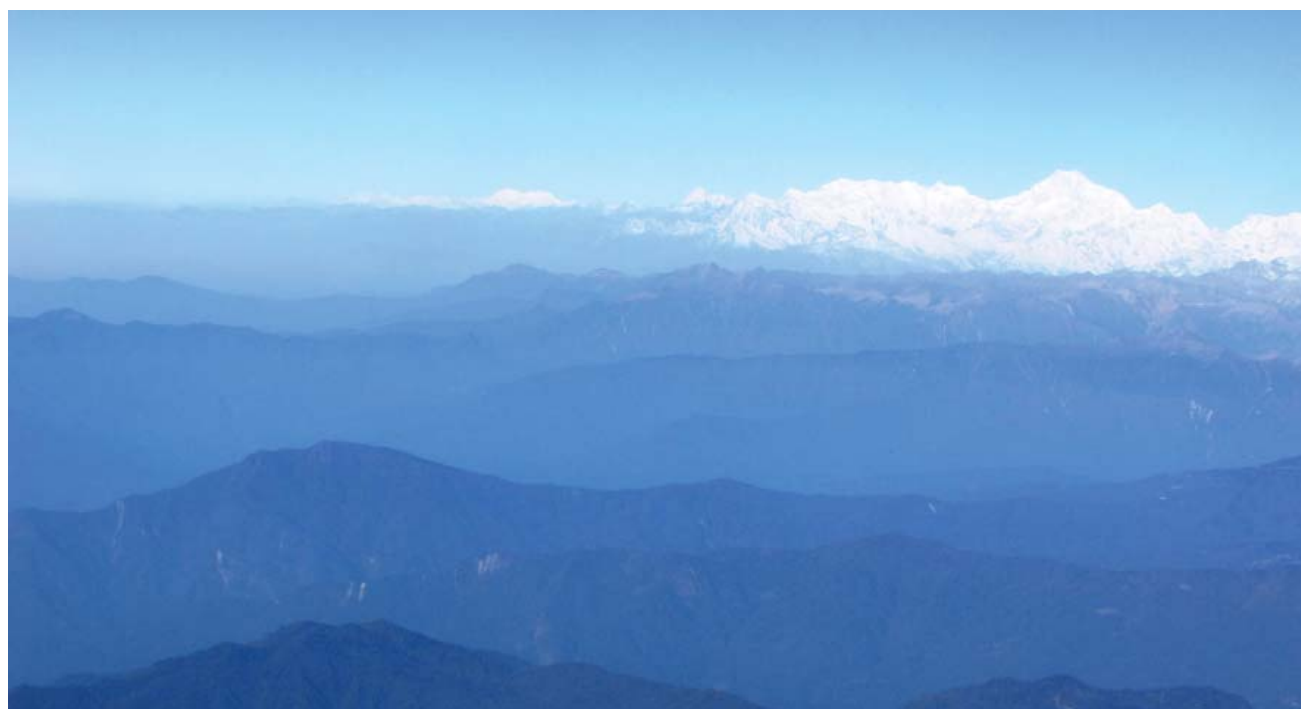
cal experts from governments, international, regional and subregional organizations/institutions, transport professional associations and academic institutions, as well as legal practitioners from transport and transport-related industry are welcomed to join the network.

Activities

The network will focus on information exchange, experience sharing, seminars, training, expert meetings, group studies and individual studies on the issues related to legal and technical aspects of transport facilitation.

To get more information about this regional network, please contact

*Mr. Fedor Kormilitsyn (kormilitsyn@un.org),
Transport Division, UNESCAP*



DELAYS DROP SHARPLY ON A MAJOR WEST AFRICAN CORRIDOR - A WIN FOR TRADE (AND EVIDENCE-BASED ADVOCACY)

Delays on the Tema-Ouagadougou corridor, which connect Ghana's busiest port to Burkina Faso's inland cargo terminal, Ouagarinter, have fallen by 7% over the past five years – and cargo clearance times have dropped by 25%, a new USAID Trade Hub analysis of data shows.

"This is very encouraging news," said Niels Rasmussen, transport director at the USAID Trade Hub. "Stakeholders have acted and real improvements have been achieved. It's good news for transporters, exporters and importers alike."

Evidence-based advocacy undertaken by various stakeholders independently and by the Borderless Alliance, a USAID Trade Hub-supported private sector-led coalition to increase trade, has led to the improvements, stakeholders said.

"I think there's been so much advocacy that the customs agencies have had to take that into account," said Yaya Yedan, the country representative of the Burkina Shippers' Council in Ghana. "The Tema-Ouagadougou transport cost study that the Trade Hub published singled out Ouagarinter as a source of problems and they've made significant improvements."

At meetings with policymakers - like this one with Members of Parliament in Ghana - stakeholders have pushed for improvements that are lowering delays and costs of transport.

The reduction in delays translates, theoretically, into a 14% drop in transport costs, but further analysis showed transport costs actually decreased by a much more modest 1.7%.

Still, the improvements are noteworthy, if for no other reason than what they say about the possibility to increase efficiency and lower costs, Rasmussen said.

"People are sometimes skeptical that the delays and costs of transport can be effectively reduced," he said. "But they can – and they are."

The reduction in delays was measured from the moment a ship berths in Tema to the moment goods are cleared at Ouagarinter, the inland terminal in Ouagadougou. In 2008, it took a total of 22 days, on average, to move a 20-foot container from the port to the inland terminal. In 2012, however, it took 19 days. Transporters immediately realize the benefit – because it costs about USD 400 per day to operate a truck, among other things, companies have said.

Despite significant congestion at the Tema Port – where the volume of containers handled has increased by an astounding 60% over the last year – delays along the corridor as a whole fell. The reduced delays were achieved because stakeholders at other points on the corridor improved the efficiency of their procedures.

For example, Cotecna, which inspects cargoes arriving to Ouagarinter, reduced its handling times from an average of 6 days to 3 days. In Tema, shipping companies are now working on Saturdays.

Stakeholders may take other actions to improve efficiency even further, Rasmussen noted. The Ghana customs service has been mulling the idea of extended work days, he said.

"Ports are an intersection of many different players with different interests," he said. "As stakeholders collaborate more closely – such as under initiatives like the USAID Trade Hub-

supported Borderless Alliance – additional improvements are possible – and likely."

More improvements are possible

The USAID Trade Hub's studies of transport costs on major corridors have led to a set of recommendations that could to even greater efficiency: 1. Deregulate West Africa trucking markets, 2. Fight corruption, 3. Speed up customs inspections at Ouagarinter, 4. Implement a single market in ECOWAS countries with no internal border control - like the European Union, 5. Abolish the Ghanaian USD 200 transit fee at the border, 6. Create more berth space for the Tema container operations and 7. Reform cargo and trucking allocation system in Tema port.

Article written by Joe Lampert, USAID West Africa Trade Hub
<http://www.watradehub.com/aboutus>



SUB-SAHARAN AFRICA COULD REAP \$35BN ANNUALLY FROM TRADE FACILITATION AND INFRASTRUCTURE INVESTMENTS

The International Trade Centre (ITC) announced the findings of a major analysis of sub-Saharan Africa's trade potential, which shows that the region could boost its annual GDP by US \$15 billion if time spent in customs clearance is cut by 50%. Another US \$20 billion could be added to the economies of sub-Saharan Africa each year by improving transport infrastructure, thereby getting goods to port in half the time it currently takes. If both sets of changes were implemented, the combined effect would be even larger.

'Africa's Trade Potential: Export Opportunities in Growth Markets' looks at how sub-Saharan Africa can achieve greater sustainability in export revenues by increasing its exports to growth markets in Asia and Africa, and at the same time integrating deeper into value-chains, increasing the share of semi-processed and processed goods. The paper identifies strategic options and policies for sub-Saharan countries to maximise their trade-related growth up to 2025. It argues that this can be achieved by tapping into growth markets in Asia and Africa through investments in trade-related infrastructure and trade facilitation in Africa itself.

As the reorientation of exports from sub-Saharan Africa away from stagnating OECD economies towards Asia has already begun,

ITC's analysis shows that trade between Western Africa and Asia will grow at 14% each year in the next decade, far higher than predicted global trade growth. On current trends, however, this growth is driven by an increase in the exports of commodities, rather than value-added goods.

While in intra-regional African trade, processed goods comprise 46% of non-oil exports, only a meagre 5% of non-oil exports from sub-Saharan Africa to Asia are processed goods. To increase the exports of processed products to Asia, African countries need to attract Asian investment in manufacturing sectors.

'This is the key challenge the continent is facing,' said ITC's Executive Director Patricia Francis.

'There is an increase in the export of processed goods to Europe and within Africa. But while African markets are growing strongly, those in Europe are stagnating. To increase their share of value-added products to Asia, African countries must do more to attract and diversify investments—and not only in the extracting industries, but in manufacturing too.'

'Africa's Trade Potential: Export Opportunities in Growth Markets' can be downloaded at www.intracen.org/Africa-trade-potential-Export-opportunities-in-growth-markets/



PUBLICATIONS

World Customs Journal Volume 6, Number 2

The World Customs Journal provides a forum for customs professionals, academics, industry researchers, and research students to contribute items of interest and share research and experiences to enhance its readers' understanding of all aspects of the roles and responsibilities of Customs. Published twice a year, this issue of the journal includes 11 interesting articles, among which the article of Leigh Obradovic is specially worth to be mentioned. This paper deals with the role of bilateral and regional trade agreements in the modernisation of taxation and revenue policy in developing economies.

<http://worldcustomsjournal.org/media/wcj/>

Volume 39 Issue 6 of Maritime Policy & Management

This new volume of the Maritime Policy & Management focuses on Latin America with articles on big full containerhips, liner shipping service optimisation and seafaring labour market in the region, among others.

<http://mpm.iame.info>

Volume 14, Issue 3 of Maritime Economics & Logistics

This new volume of Maritime Economics & Logistics brings interesting articles on "Optimal design of container liner services", "Repositioning empty containers in East and North China ports" and "The effect of foldable containers on the costs of container fleet management in liner shipping networks", among others

<http://mel.iame.info>

Governance of Maritime Zones in Kenya

Paul Musili Wambua

This research merges the study of certain aspects of two broad disciplines, namely Law and Governance. The approach of the study is to interrogate the interplay between the two disciplines within the parameters of control, management and sustainable exploitation of the marine resources within Kenya's maritime zones. Eventually the study shows that the current policy, legal and institutional frameworks for the control and management of Kenya's marine resources are ineffective and need to be reformed and made more viable on the basis of proper interplay between law and governance. Kenya lacks clear policy, legal and institutional frameworks for the governance of the living and non-living resources within her maritime zones. This major set back is reflected by the failure to implement international conventions which Kenya has ratified. In the end, the study seeks to discern the emergent trends and in the premise, proffer recommendations aimed at achieving harmonious, integrated and sustainable policy, legal and institutional frameworks for the control and management of Kenya's maritime zones.

<https://www.lap-publishing.com/catalog/details/store/gb/book/978-3-8383-0460-1/governance-of-maritime-zones992in-kenya?search=maritime>

IT'S HAPPENING...

Libya Center for Transport Research and Studies

Libya Center for Transport Research and Studies (LCTRS) is the first transport research and training entity established in Libya during 2012. The LCTRS is a non-government centre whose purpose is to "enhance the quality of transport logistic activities and to work towards sustainable mobility". To achieve this purpose, the LCTRS addresses transport and mobility issues of the different transport modes. The Centre has good links and cooperates with researchers located in different geographic areas of the world, namely the European Union, Asia and Africa. The Centre main research areas are Marine Transport and Logistics, Urban Transport and Transport Economy although it is interested in working with professional entity or individuals that work in the transport area. The United Nations Commission for Europe (UNECE) recently published an online Trade Facilitation Implementation Guide, a tool for simplifying cross-border trade.

<http://www.lctrs.ly/indexE.php>

World Maritime University

WMU's Master of Science (M.Sc.) in Maritime Affairs entry 2013 is open for application.

www.wmu.se

PROCEEDINGS AND UPCOMING EVENTS

Seoul Symposium on Trade Facilitation and the Doha Development Agenda

The Ministry of Foreign Affairs and Trade of the Republic of Korea hold the Seoul Symposium on Trade Facilitation and the Doha Development Agenda on 27-28 November 2012, in partnership with the Korea Chamber of Commerce & Industry. The symposium focused on two salient issues, single windows and risk management. In addition, the implication of trade facilitation negotiations in the context of the DDA was discussed by scholars as well as leading trade negotiators.

The outputs of the event can be found here:
http://www.wto.org/english/tratop_e/tradfa_e/seoul_symp_nov12_e/seoul_symp_nov12_e.htm

Joint AU-EU Customs and Trade Facilitation Forum

Organized by the African Union and European Union Commissions with the African Regional Economic Communities, this forum discussed possible Customs strategies for a Continental Free Trade Area.

The outputs of the event can be found here:
<http://capacity4dev.ec.europa.eu/public-priv.sector-trade-regio.int/event/joint-au-eu-customs-and-trade-facilitation-forum>

Borderless 2013

The Borderless Alliance, the USAID Trade Hub-supported private sector-led advocacy coalition, will continue its efforts to increase trade through evidence-based advocacy at its second annual conference in Accra Ghana on 21-22 February, 2013. Online registration is now open.

<http://www.borderlesswa.com/initiatives/borderless-2013>

40 years MPM conference

The 40th anniversary Maritime Policy and Management (MPM) conference will be held on 21 June 2013 in the College of Business & Economics, Chung-Ang University, Republic of Korea. Topics covered will include Maritime Transport and International Seaborne Trade, Human Factors in Maritime Industry, Maritime Safety Analysis in Retrospect, Port and Regional Relationships in Cooperation and Competition Matrix, and Maritime Logistics as an Emerging Discipline.

For further information contact , Prof. Hee Seok Bang (hshbang@cau.ac.kr)

International Forum on Shipping, Ports and Airports

The forum, which will focus on on "Trade, Supply Chains Activities and Transport: Contemporary Logistics and Maritime Issues" will take place on 3-5 June 2013 in Hong Kong, China.

<http://www.icms.polyu.edu.hk/ifspa2013/>

13th World Conference on Transport Research (WCTR)

This conference is open to researchers in the field of Transport. This year, it will mainly focus on transport modes, freight transport and logistics systems, traffic operations, management and control, activity and transport demand, transport economics and finance, land use and sustainability, planning, policy and management as well as the topic of transport in Developing Countries. It will take place in Rio de Janeiro, Brazil, on 15-18 July, 2013.

<http://www2.wctr2013rio.com/>





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please contact jan.hoffmann@unctad.org and arantzazu.sanchez@unctad.org

NOTE

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Published by the
United Nations Conference on Trade and Development (UNCTAD)
Trade Logistics Branch, Division on Technology and Logistics



UNITED NATIONS
UNCTAD

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