

UNCTAD Transport Newsletter



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Editorial

UNCTAD's 2009 issue of the annual *Review of Maritime Transport (RMT)* is available online. Including unique data such as seaborne trade statistics, the world fleet by vessel types and port traffic, this year's issue analyses in detail the contrasting trends of reduced trade and thus demand for maritime transport services against the still-growing world fleet. The *RMT 2009* regional chapter looks at international transport developments in Africa (page 5).

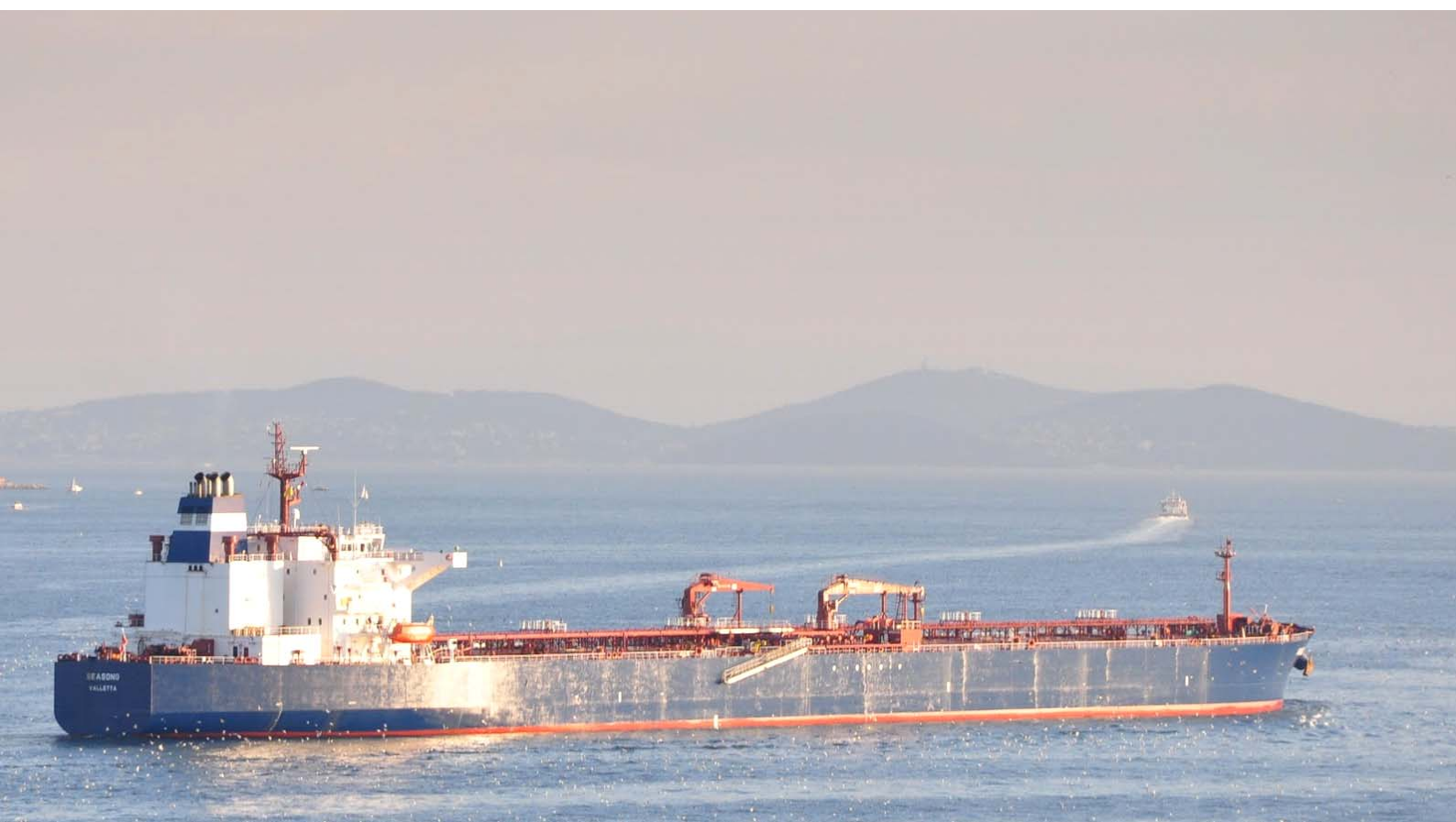
UNCTAD hosted and organized two topical expert meetings in early December. The Multi-year Expert Meeting on Transport and Trade Facilitation focused on Public and Private Partnerships for the Development of Infrastructure to Facilitate Trade and Transport (page 6), and the Ad Hoc Expert Meeting looked at Transit Ports Servicing Landlocked Developing Countries (page 7). Both meetings were well attended and led to insightful and interesting discussions; presentations are available online.

Topical articles in this issue of the *Transport Newsletter* cover an International Federation of Freight Forwarders Associations (FIATA) "train the trainer" course (page 8), designing and implementing trade facilitation in Asia and the Pacific (page 10), the Third Meeting of Trade Ministers of Landlocked Developing Countries (page 11) and an update on UNCTAD's Port Training Programme (PTP) (page 12). Further, we provide summary updates on selected documents and events dealing with trade and transport facilitation.

Please also note two vacancies in UNCTAD's Trade Logistics Branch (page 17) and mark your agenda on 15–16 February 2010 for the event "Engaging the Trading Community: Forum on WTO, Trade Facilitation and the Private Sector in Developing Countries" (page 19).

Feedback, comments and suggestions for our next *Transport Newsletter* are welcome until March 2010. Please contact jan.hoffmann@unctad.org.

The Trade Logistics Branch Team, Geneva, December 2009



Contents

UNCTAD Review of Maritime Transport 2009	5
Public and private partnerships for the development of infrastructure to facilitate trade and transport.....	6
Transit ports servicing landlocked developing countries	7
Train-the-Trainer course of FIATA	8
Maritime Transport and the Climate Change Challenge.....	9
Designing and Implementing Trade Facilitation in Asia and the Pacific.....	10
Third Meeting of Trade Ministers of Landlocked Developing Countries.....	11
UNCTAD's Port-Training-Programme PTP.....	12
GFP featured topic: PPPs.....	13
Regional approaches to Trade and Transport Facilitation in Africa	14
ASYCUDA updates	15
Integration and Trade Journal	15
ECLAC graphic system of trade trends	15
Port Benchmarking	15
ESCAP/ADB Asia-Pacific Trade Facilitation Forum 2009.....	15
Dry Ports	16
Trade facilitation for maritime transport.....	16
Euro-Asian Transport Links.....	16
Supply Chain Challenges for National Competitiveness through Transport	16
UNCTAD Vacancies.....	17
Engaging the Trading Community	19

UNCTAD Review of Maritime Transport 2009

International seaborne trade grew by 3.6 per cent in 2008 and remains at its highest level ever, but this growth is lower than the previous year and challenging times lie ahead for the shipping industry as the global economic and financial crisis plays out, UNCTAD's *Review of Maritime Transport 2009* reports. The annual survey, known as the *RMT*, estimates total seaborne trade during 2008 at 8.17 billion tons.

Trade in dry bulk commodities – such as iron ore, grain, coal, bauxite/alumina and phosphate – which represent around one quarter of seaborne trade, grew by an estimated 4.7 per cent, as compared with 5.7 per cent in 2007.

The Baltic Dry Index, which is a composite of shipping prices for various dry bulk products, experienced a record high in May 2008 closely followed by a severe decline of more than 90 per cent by the end of the year as the crisis set in, the report notes. Towards the middle of 2009 a partial recovery was seen, with rates at around 40 per cent of their 2008 peak. However, volatility in freight rates remains and indicates uncertain times ahead for developing economies dependent on trade in commodities. While high inventory levels in the supply chain helped stave off a similar decline in containerized trade, the report says, the result was the same, with volumes collapsing at the end of 2008.

Exacerbating the situation of declining trade volumes is growth of the world merchant fleet, the *RMT* notes. At the beginning of 2009, fleet capacity reached 1.19 billion deadweight tons, up 6.7 per cent compared to January 2008. This growth was the result of vessel orders placed before the financial crisis, when the industry was still expecting continued high growth in demand for shipping.

World container port throughput climbed by an estimated 4 per cent to reach 506 million 20-foot equivalent units (TEUs, the standard measurement for container transport) in 2008. Mainland Chinese ports accounted for approximately 22.6 per cent of total world container port throughput. However, by the end of 2008 sharp falls in port throughput were noted in China and at many other ports around the world.

Every year, the *RMT* reviews transport developments in a particular region. The focus in 2009 is on developments in Africa since 2006, when UNCTAD last reported on the region. Despite the global financial crisis, the region still experienced strong growth in 2008 (5.1 per cent), the *RMT 2009* reveals. The top performers in Africa were the resource-rich countries. Africa's share of world trade remains at 2.7 per cent, the report notes.

Around 80 per cent of international trade is carried via maritime transport, and for developing countries the figure can be much higher. The *RMT* covers developments in other modes of transport and surveys relevant issues over the 18-month period from January 2008 to the middle of 2009.

During 2009, a new convention, the United Nations Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea, which will be known as the "Rotterdam Rules", was opened for signature. The convention requires 20 ratifications to enter into force.

For further information, visit www.unctad.org/rmt2009 or contact Vincent Valentine, vincent.valentine@unctad.org, Trade Logistics Branch, DTL, UNCTAD.



Public and private partnerships for the development of infrastructure to facilitate trade and transport

UNCTAD Multi-year Expert Meeting in Geneva, 8–10 December 2009

Transport and trade facilitation infrastructure and services have become essential components for developing countries' competitiveness in the global market. The demand for ever faster and more reliable trade logistics services has drawn increasing attention to trade and transport facilitation, which can be more important than tariffs in determining the cost of traded goods. This creates particular challenges for landlocked developing countries (LLDCs) confronted with the need to connect to global shipping networks through neighbouring countries' seaports, combined with multiple border crossings and the long distances of many overland transport routes.

Partnerships between the public sector and the relevant business sectors are critical in enhancing the efficiency and sustainability of transport and trade infrastructures and services. Governments are increasingly seeking private partners for the financing, building, operation and maintenance of such infrastructure and services. Public-private partnerships (PPPs) have proven to be a successful cooperative means for the provision of public infrastructure and services. Different models for PPPs reflect the diversity of possible contractual relationships.

In the context of the current economic crisis, investment in transport infrastructure and services is confronted with additional challenges. Both the public and the private sectors have found their possibilities of obtaining financing reduced, and it is important that both sectors work closely together to prevent a cyclical decline in transport investment today from resulting in capacity constraints and obstacles to trade tomorrow.

The expert meeting explored modalities and best practices for PPPs and the role of technology in developing and operating efficient transport infrastructure and services to facilitate international trade and transport in developing countries. The meeting also took into account the implementation of the Almaty Programme of Action in Landlocked and Transit Developing Countries as well as specific issues faced by least developed countries and small island developing states. It also considered the potential impact of future commitments ensuing from the World Trade Organization (WTO) negotiations on trade facilitation.

The meeting report and further information is available at

www.unctad.org/Templates/meeting.asp?intItemID=1942&lang=1&m=17874&info=doc.

Room XXI, Palais des Nations, E Building, Geneva



**Tuesday 8
December 2009
10.00–18.00**

MULTI-YEAR EXPERT MEETING ON TRANSPORT AND TRADE FACILITATION:

Public and Private Partnerships for the Development of Infrastructure to Facilitate Trade and Transport

10:00–10:45 OPENING SESSION
Welcome remarks by Mr. Petko Draganov, Deputy Secretary General of UNCTAD
Election of officers, adoption of the agenda and organization of work
Opening remarks by the Chairperson
Introductory remarks by Ms. Anne Miroux, Director, Division on Technology and Logistics, UNCTAD

10:45–13:00 SESSION I: RECENT DEVELOPMENTS IN TRANSPORT AND TRADE FACILITATION
Introduction:
- Mr. José María Rubiato, Officer in Charge, Trade Logistics Branch, Division on Technology and Logistics, UNCTAD
- H.E. Mr. Soranak Pan, Secretary of State, Ministry of Commerce, Royal Government of Cambodia
- H.E. Mr. Eduardo Sperisen-Yurt, Ambassador, Permanent Representative of Guatemala to the WTO, Chairman, WTO Negotiating Group on Trade Facilitation
Discussion
Wrap-up remarks

13:00–15:00 Lunch break

15:00–18:00 SESSION II: IDENTIFYING INVESTMENT REQUIREMENTS AND FINANCING GAPS
Introduction:
- Mr. Jan Hoffmann, Chief, Trade Facilitation Section, Trade Logistics Branch, Division on Technology and Logistics, UNCTAD
- Mr. Geoffrey Hamilton, Chief, Cooperation and Partnerships Section, Economic Integration and Cooperation Division, UNECE
- Ms. Cristina Lozano, Principal Trade Regulatory Officer, NEPAD, Regional Integration and Trade, African Development Bank
Discussion
National experiences
Discussion
Wrap-up remarks

18:00 Cocktail - Escargot Bar

For further information please contact
Mr. Jan Hoffmann - jan.hoffmann@unctad.org - Tel: 72032
Ms. Maria Misovicova - maria.misovicova@unctad.org - Tel: 75198



Transit ports servicing landlocked developing countries

UNCTAD Ad Hoc Expert Meeting in Geneva, 11 December

The ad hoc expert meeting was called in response to a request from landlocked and transit developing member States and as planned for in UNCTAD's Work Plan for 2008–2011 for the implementation of the Accra Accord – to analyse issues that affect the trade and transport of developing countries. The meeting provided an opportunity for experts and different stakeholders to exchange views on the current challenges and opportunities faced by LLDCs when making use of transit port facilities in coastal neighbouring countries.

In the context of a global economic downturn, the likely impacts of the economic crisis on investments and operations in transit ports were discussed to ascertain to what extent these have affected LLDCs, positively or negatively.

The meeting was organized in two sessions. The first session presented international and national views on recent developments in transit ports, while the second session aimed at deriving lessons and best practices showing the potential to overcome inefficiencies in transit ports.

Concluding discussions and recommendations identified major challenges and best practices, with a view to assisting UNCTAD in focusing its analytical and technical assistance work programme on the most relevant issues for the benefit of all stakeholders in LLDCs and transit countries.

Room XXI, Palais des Nations, E Building, Geneva

11 December 2009

Ad-hoc Expert Meeting

Transit ports servicing landlocked developing countries

OPENING SESSION

10:00 Welcome remarks by Ms. Anne Miroux, Director, Division on Technology and Logistics, UNCTAD and Mr. Jose M. Rubiano, Officer-in-Charge, Trade Logistics Branch (TLB), UNCTAD. Opening remarks by the Chairperson: Mr. Mohammad Mirzaei-Kahagh, Director of Transport and Communications, Economic Cooperation Organization (ECO) secretariat

SESSION I

RECENT DEVELOPMENTS IN TRANSIT PORTS AND TRADE IN LLDCs

- What are the key recent developments in transit ports (TP) and how are they affecting trade to and from LLDCs?
- What are the major constraints faced by transit ports servicing LLDCs?
- What measures in ports have been successful in reducing bottlenecks between landlocked and transit developing countries?
- What are the key information and technological needs that would enable landlocked and transit developing countries to better participate in world trade?
- What are the problems in ports faced by exporters and how can these be overcome?

10:15 **Perspectives from the International Community**

SPEAKERS

Mr. Vincent Valentine
Executive Affairs Officer, Transport Section, Trade Logistics Branch, UNCTAD

Mr. Joseph Atta-Mensah
United Nations Economic Commission for Africa (UNECA), NEPAD and Regional Integration Division (NRID)

Mrs. Cristina Lozano
Principal Trade Expert, African Development Bank (ADB)

11:45 **National perspectives**

SPEAKERS

Ms. Elizabeth Tamale
Principal Commercial Officer, Ministry of Tourism, Trade and Industry (MTTI), Uganda

Mr. Surendra Bir Malakar
President, Nepal Chamber of Commerce

Mr. Domboriel Sambuu
President, Mongolian Chamber of Commerce and Industry, Mongolia

Mr. Sameer Mubarak
National Freight Information and Transportation Hub (NFITH), Jordan

12:30 Discussion, wrap up by the Chair and introduction to session II

13:00 Lunch break

SESSION II

IMPROVING TRANSIT OPERATIONS FOR LLDCs

- What are the successful experiences in transit operations, what are the lessons learned and what are the best practices?
- How can existing successful partnerships be replicated and adapted to the local conditions of LLDCs?
- What are transit countries doing to ensure terminal operators cater for the needs of LLDCs?

14:30 **Exploring best practices in transit operations**

SPEAKERS

Mr. Javald Mansoor
Director, National Trade and Transport Facilitation Committee, Pakistan

Mr. Eyoom Jongwarne
Director of Operations, Ghanaian National Shippers' Council

Mr. Mohammed Clerm
Ministry of Transport, Djibouti

Mr. Khemsedeth Silhavong
Director of Trade Facilitation Division, Department of Import and Export, Ministry of Industry and Commerce, Lao PDR

17:15 Discussion, wrap up by the Chair and closure

For more information contact

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Ms. Eugenia Nunez, Tel: 76225, eugenia.nunez@unctad.org

UNITED NATIONS UNCTAD

The meeting report and further information is available under

www.unctad.org/Templates/Meeting.asp?intItemID=2068&lang=1&m=18614&year=2009&month=12.

FIATA “train the trainer” course

The sixth train the trainer course of the FIATA Foundation was attended by a record number of people. The session was held in Damascus from 18 June to 2 July 2009. The programme, which counted 34 participants, was prepared and administered by Wassim Housami, Board Member of the Syrian International Freight Forwarders Association (SIFFA) and Chairman of SIFFA’s Training and Development in close cooperation with the FIATA Foundation.

Participants came from Afghanistan, Jordan and the Syrian Arab Republic, which was in line with the aims of the foundation to foster regional courses. These soon-to-be trainers work mainly in freight forwarding or related industries – many at the managerial level. A few of the students came from the public or semi-private sector (ministries of transport, trade and education). Prior to the course the participants had to complete a training needs analysis and at the start were required to make a short entry assessment. (The location and facilities had been inspected by the Head Lecturer, Thomas Sim, during a pre-qualification visit in June 2008.)



The syllabus structure included lessons on all modules listed in the FIATA Minimum Standards as well as pedagogy/andragogy (adult learning), i.e. course building, lesson planning, lecture presentation and assessment techniques. Active course participation and regular attendance together with the two exams counted towards the final result and – for successful participants – the eagerly awaited certificate of course attendance. The trainees had to tackle demanding working papers, tutorials and case studies and each of them was asked to prepare a short training session based on a PowerPoint presentation and a comprehensive lesson plan. It was encouraging to witness the participants’ growing motivation and involvement.

Participants were also informed of the need for continuous learning to improve their knowledge of some of the topics. “We learned a lot about our business to better understand the future of our industry. The FIATA train the trainer programme created a strong and solid base, which hopefully will become the core of a huge change and development in freight forwarding and logistics in our country,” said Qussai Halasa, Country Manager, Nazha Group, adding that “for the first time in Syria competitors sat together at the same table and shared information.” Rana Samaan, Manager Tartous International, Container Terminal, said she loved every minute of it. “Even those moments when I felt myself incapable of taking one more bit of information. ... [The course was] a milestone towards having a professional transport education in Syria, which will enable interested young people to obtain the necessary information and qualification that will help them to build careers. I am privileged to be part of this team who will establish vocational training in Syria and I work hard to be up to the expectations and faith placed in me.”

A highlight of the training event was the attendance by H.E. Mr. Yarob Badr, Minister of Transport, at the graduation ceremony and his awarding of the course attendance certificates. He closed the session with an interesting speech on the key role of the Syrian Arab Republic as a link to countries and continents and its important strategic and geographical location as a

connection between Europe on one side, and Asia, the Gulf States and Mediterranean countries on the other. The day before the closing ceremony, a delegation from the FIATA Foundation had the opportunity to talk privately with H.E. Mr. Yarob Badr at the Ministry of Transport and to exchange views on the future of transport projects and developments in the Syrian Arab Republic. In addition, resource persons had several meetings with members of the Board of SIFFA on the implementation of local training. FIATA pointed out that sustainability of course delivery would be one of the most important objectives of the mission. It should be seen as a “return on investment” to the foundation since it has to justify its spending and account for the funds to the sponsors within the FIATA community.

Continuity can only be achieved when a strong measurable commitment of the association members is clearly benchmarked and professional training is fully implemented within a specific period of time. To help the association achieve this goal, working groups were constituted (air, maritime/ocean, road, rail, multimodal,



ITC, legal, logistics, insurance, customs, etc.) consisting of domain experts, each with a head and a deputy. It was recommended that the head of each working group should be a member of the SIFFA Training Committee. The committee must develop a practical working plan with the objective to apply for FIATA validation within a certain timeline (FIATA World Congress September 2010 or HQ Session 2011). The FIATA resource team expressed its hope that SIFFA’s Training Committee would soon start to develop sustainable courses for its members to enhance the value of membership and professional knowledge.

The resource persons for the train the trainer course were again Thomas Sim (Head Lecturer and Chairman FIATA Advisory Body Vocational Training, ABVT, Singapore Logistics Association, Singapore), Vincent Valentine (Economic Affairs Officer, UNCTAD, Geneva), Peter Wong (Senior Lecturer, Hong Kong Polytechnic University) and Markus Schöni (Course Administrator/Secretary FIATA Foundation and Manager Advisory Body Vocational Training). The resource persons were assisted by local lecturers on customs, rail, legal matters and port administration.

Markus Schöni, Manager Advisory Bodies Vocational Training, FIATA Foundation, Dangerous Goods and Americas Region, FIATA Secretariat, schoeni@fiata.com, www.fiata.com. Photos for this article provided by FIATA.

Maritime transport and the climate change challenge

A summary of the proceedings of an UNCTAD expert meeting, held on 16–18 February 2009 (see *Transport Newsletter No. 42*, First Quarter 2009) has just been published (UNCTAD/DTL/TLB/2009/1) and is available on UNCTAD’s website. The publication, which draws on the documentation from the meeting and provides hyperlinks to speakers’ presentations, has been prepared to present the key issues discussed by the experts and to make their insights available to a broader audience, as part of UNCTAD’s contribution to the debate about appropriate action to address the challenge of climate change. The document has also been submitted as an information note to the United Nations Framework Convention on Climate Change (UNFCCC) Secretariat.

The document as well as other information and material related to the meeting can be downloaded at www.unctad.org/ttl.

Regina Asariotis, regina.asariotis@unctad.org, and Hassiba Benamara, hassiba.benamara@unctad.org, Trade Logistics Branch, DTL, UNCTAD.

Designing and Implementing Trade Facilitation in Asia and the Pacific

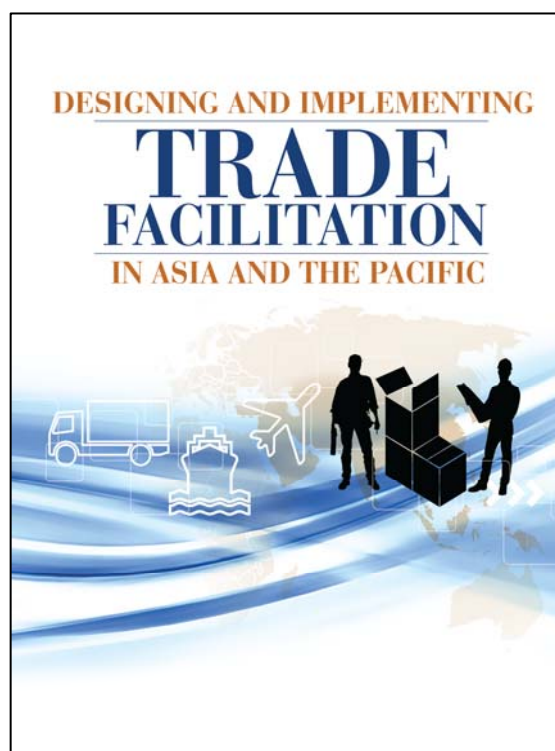
Trade facilitation has emerged as an important trade policy tool in an international environment characterized by falling import tariffs and the removal of quotas. Recent studies suggest that reductions in trade transaction costs through better trade facilitation measures at the national and regional levels can bring significant economic benefits to economies in Asia and the Pacific. Accordingly, trade facilitation issues are increasingly a part of international and regional trade policy discussions. The global trade talks on the Doha Development Agenda include negotiations of a trade facilitation agreement focusing on freedom of transit, fees and formalities for import and export, as well as publication and administration of trade regulations (transparency). Trade facilitation provisions are also included in a growing number of free trade agreements in Asia and the Pacific.

This reference book aims to support the implementation of trade facilitation measures in Asia and the Pacific. It attempts to bridge the gap between theory and practice in trade facilitation, providing operational guidance on how to assess the status of trade facilitation, what measures and reforms are necessary, how to design trade facilitation initiatives, how to implement them at national and regional levels and which organizations can help. The book intends to provide material for training on regional trade policy and to help shape future trade facilitation measures in Asia and the Pacific. It targets the policymakers and practitioners in the region to be widely used as reference book.

Part I, “An Overview on Trade Facilitation”, examines the conceptual issues surrounding definitions of trade facilitation, introduces the potential benefits from trade facilitation and provides an overview of what trade facilitation covers in this reference book. It also examines the status of trade facilitation in Asia and the Pacific and highlights the significant gap in regional trade facilitation performance. Part II, “Economics and Practices of Trade Facilitation”, focuses on five key areas of trade facilitation where improvements can be made in many countries in the region. These are (a) the need for timely publication of trade regulations and procedures and increased transparency; (b) simplification of trade procedures and documents using relevant international instruments; (c) trade facilitation issues arising from the increasing number of product standards and related conformity assessment procedures; (d) the importance of increasing the efficiency of trade-related infrastructure and services; and (e) transit trade facilitation. Part III, “Guide to Implementation – Moving Forward”, aims to provide the practical steps in developing and implementing an effective trade facilitation programme.

This publication on trade facilitation is the outcome of a collaborative effort between the Asian Development Bank (ADB) and the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP).

For more information visit www.unescap.org/tid/projects/tfforum_adbescapbook.pdf, or contact Shintaro Hamanaka, ADB, shamanaka@adb.org, Yann Duval, ESCAP, duvaly@un.org, or Maria Misovicova, UNCTAD, maria.misovicova@unctad.org.



Third Meeting of Trade Ministers of Landlocked Developing Countries

21–22 October 2009, Ezulwini, Swaziland

The Third Meeting of Trade Ministers of Landlocked Developing Countries took place at a time of unprecedented economic crisis, which has spared no region or country. All major developed countries have gone through a period of severe recession, and economic growth of the most dynamic developing countries has slowed significantly. Even countries that are marginalized in the international economy, such as most LLDCs, are not disconnected from global events. It is certainly true that the combined shares of these countries in global trade and foreign direct investment (FDI) flows are very low. But their marginalization in the world economy is associated with high levels of trade integration and high levels of dependence on external financial flows, particularly aid, FDI and remittances, which accelerated the transmission of the effects of the crisis to LLDCs.

It is against this background that the Third Meeting of Trade Ministers of Landlocked Developing Countries was convened under the theme “Strengthening Trade Competitiveness in Times of Global Economic Crisis – Challenges Faced by LLDCs”. Trade ministers and senior government officials from LLDCs gathered to take stock of the achievements reached since the Ministerial Meeting in Ulaanbaatar in 2007 and discuss policies and measures to tackle best the challenges facing LLDCs in their efforts to reap more benefits from international trade. They adopted the Ezulwini Declaration at the end of two days of intense, interactive discussions. Some of the statements and presentations are made available below.



As regards trade and transport facilitation, the ministerial meeting recalled, inter alia, the “Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries”, and the Almaty Ministerial Declaration as well as the outcome of the midterm review meeting of the Almaty Programme of Action, held in October 2008.

Ministers further “highlight[ed] the importance of the trade facilitation negotiations for the LLDCs and [sought] to ensure that the agreement on trade facilitation in the final outcome of the Doha Development Round contains binding commitments ensuring the freedom of transit, as well as the expedited movement, release and clearance of goods. The ultimate objective must be the lowering of transaction costs, inter alia, by reducing transport time and enhancing certainty in transborder trade.”

LLDCs aim to “ensure that the final outcome also addresses adequately the issue of special and differential treatment, technical assistance and capacity-building in accordance with the Annex D Decision of the General Council of August 1, 2004 [and] to ensure that the [trade facilitation] negotiations deliberate on the substantial improvement of GATT articles V, VIII and X”.

www.unohrrls.org/en/orphan/367

UNCTAD's Port Training Programme (PTP)

Implementation of the Port Training Programme in Ghana and the United Republic of Tanzania in Africa, and in Indonesia, Malaysia and the Maldives in Asia.

In each of the countries of the pilot of the UNCTAD Port Training Programme, a focal point has been designated and a training place defined. The participants in the first cycle have been identified and selected to match the requested criteria at middle management level from public and private entities of the port community. Local instructors have been also identified to accompany the work of the instructors that were trained in train the trainers sessions in Dublin. Port experts from UNCTAD/DPC have been also involved in supporting each of the deliveries at the local level. For each module one or more international instructors have been sent to the field. Assessments have been conducted for each of the modules as well as individual tests to measure the performance and level of assimilation and knowledge of the participants.

A total of 118 middle managers are being trained in Africa and Asia under the pilot phase of the UNCTAD PTP and the first four modules of the Modern Port Management course have been delivered in each of the five countries of the network. The participants are also receiving training through the TrainForTrade e-learning platform (<http://learn.unctad.org>).

Ghana

Twenty-five port and operation managers (including six women) from the Ghana Ports and Harbours Authority, MOL Ghana Limited, the Customs Excise and Preventive Service and the Ghana Shippers Council are being trained in the port of Tema.



Indonesia

Twenty-eight port operators (including one woman) from PELINDO I (Medan), PELINDO II (Jakarta), PELINDO III (Surabaya) and PELINDO IV (Makassar), are being trained in the port of Tanjung Priok in Jakarta.



Malaysia

Twenty-four port operators (including six women) from Kuantan Port Consortium (KPC) and Kuantan Port Authority are being trained in the port of Kuantan.



Maldives

Sixteen port operators (including four women) from Maldives Ports Limited are being trained in the port of Malé.



United Republic of Tanzania

Twenty-five port operators (including six women) from Tanzania Ports Authority, Tanzania International Container Terminal Services, Tanzania Railway Limited, JACO's Clearing and Forwarding Company, Utegi Technical Enterprises, Tanzania Revenue Authority, Tanzania Food and Drugs Authority, National Institute of Transport, Tanzania Zambia Railway Authority, Emirates Shipping Agencies, Sumatra (regulatory body) and the Ministry of Health are being trained in the port of Dar es Salaam.



Training of technical tutors in Malaysia

A training session for technical tutors has been organized in Kuantan, Malaysia from 10 to 13 November 2009 and was hosted by KPC. This workshop aimed at empowering local trainers with the necessary skills to ensure the organization and facilitation of online elements and sessions of the Modern Port Management course. Sixteen participants from the port communities of Ghana, Indonesia, Malaysia, Maldives and the United Republic of Tanzania participated in this workshop. A visit of port installations of Kuantan was also organized in order for the participants to exchange experience and practices in their respective ports. A delegation of top officials from Maldives Ports Limited came to Kuantan during the same period to develop links with KPC and foster intracooperation in the Port Training Network.



Future activities

Delivery of modules 5 to 8 programmed for 2010: The last four modules of the course will be disseminated to the same middle managers who participated in the delivery of modules 1 to 4. Selected and trained instructors will assist in the delivery of modules 5 to 8 at the local level with the support of UNCTAD and Dublin Port Company.

Coaching session in Dublin (November 2010): A training workshop on the pedagogic aspect of the TrainForTrade methodology will be organized for instructors from the network in order to fine-tune their teaching skills and exchange best practices and experience in conducting the PTP.

International Coordination Meeting of the English-speaking network in Dublin (November 2010): This meeting will be organized to assess the pilot phase and examine the scheme for the extension phase for the existing countries and potential newcomers.

For further information about UNCTAD's PTP visit <http://learn.unctad.org> or contact Mark Assaf, mark.assaf@unctad.org, TrainForTrade, DTL, UNCTAD.

Global Facilitation Partnership (GFP)-featured topic: PPPs

Partnerships between public and business sectors are critical in enhancing the efficiency and sustainability of transport and trade infrastructures and services. In the current economic situation, PPPs in logistics and trade facilitation play a key role in the provision of new services with a high degree of sophistication using modern information and communication technologies. Single window facilities for international trade are increasingly being developed and operated by the public-private consortiums. New forms of PPPs in trade facilitation, such as the authorized economic operator or trade facilitation negotiation support groups, have emerged at the agency, national or regional level.

www.gfptt.org. Contact: Bismark Sitorus, bismark.sitorus@unctad.org, TLB, DTL, UNCTAD.

Regional approaches to trade and transport facilitation in Africa

The GFP biannual meeting took place in Tunis, 17–18 November, and was organized in cooperation with the African Development Bank. The theme of the meeting was “Regional Approaches to Trade and Transport Facilitation”.

The meeting explored regional integration perspectives in order to raise awareness of the needs at the regional level. Partners discussed trade and transport facilitation issues with experts from different organizations as well as the role of private sector and opportunities for participating in the process. Available tools and possible assistance from GFP’s international governmental organization core partners were also presented. Finally, the meeting provided practical examples of successful implementation of trade facilitation measures.

Many trade and transport facilitation solutions are regional in nature, and regional organizations attach an increasing priority to these issues. This also became apparent during the GFP meeting, when several regional organizations from Africa presented their related initiatives, notably the Common Market for Eastern and Southern Africa, the East African Community, the Economic Community of Central African States, the Economic Community of West African States, l’Union du Maghreb arabe, the Port Management Association of Eastern and Southern Africa, the Southern Africa Customs Union, the Southern African Development Community, the United Nations Economic Commission for Africa, the Walvis Bay Corridor Group and the West African Economic and Monetary Union.

UNCTAD contributed to the event with two presentations on “The Cluster Corridor Approach: Basic Concept and Potential Implementation Tailored to African Regional Communities” and “Liner Shipping Connectivity in Africa”.

Illustration 1. Corridor and clusters

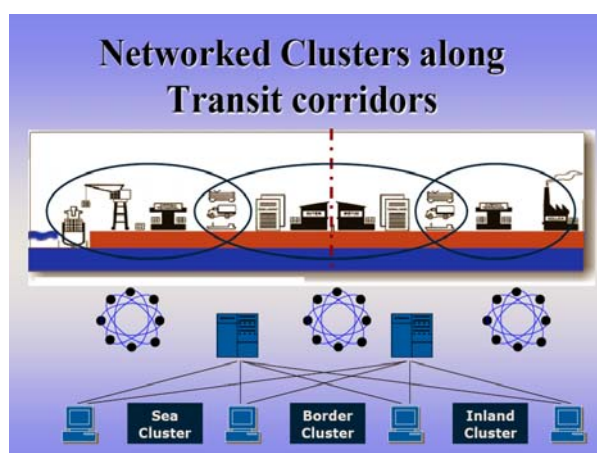
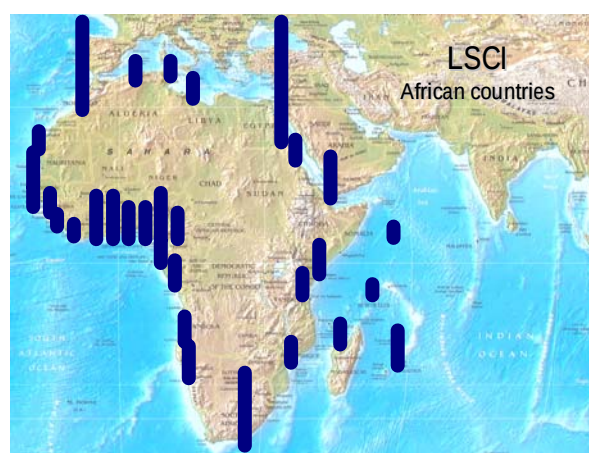


Illustration 2. Liner shipping connectivity in Africa



Source: UNCTAD presentations made at biannual meeting of the GFP, Tunis, November 2009.

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Presentations are available under

<http://www.gfptt.org/Entities/EventProfile.aspx?id=6277c4ba-a0ec-4acf-ad2b-02f5c949e6aa>

ASYCUDA updates

19 November 2009, Afghanistan: ASYCUDA is operational in Kunduz Customs House. The Afghan Customs' ASYCUDA Team implemented the Afghan ASYCUDA++ system in Kunduz Customs House without the assistance of the UNCTAD ASYCUDA experts (first ASYCUDA++ declaration attached). This confirms that the joint work during the last years made the Afghan ASYCUDA Team self-sufficient from a technical viewpoint.

27 October 2009: official launch of the ASYCUDA World project in Sri Lanka.

5 October 2009, Albania: customs administration partnership with the private sector to ensure the safety and security of the international trade supply chain.

24 September 2009, Vanuatu: ten years of a successful Customs Computer System with ASYCUDA.

www.asycuda.org/whatsnew.asp



Integration and Trade Journal

The Inter-American Development Bank is re-launching the *Integration and Trade Journal*. For the next issue, it calls for papers on “Physical Integration for the International Integration and Regional Connectivity of Latin America and the Caribbean”. The purpose of this call for papers is to analyse the different connectivity and physical integration aspects in countries of Latin America and the Caribbean and its subregions, with a view to publishing the selected papers in the journal.

www.iadb.org/intal/icom/eng/i_convocatoria.html

ECLAC graphic system of trade trends

The “Interactive Graphic System of International Economics Trends (EC data) – Trade Module” of the United Nations Economic Commission for Latin America and the Caribbean (ECLAC) shows graphs of international merchandise trade statistics on its website in Santiago de Chile. The data used in the application comes directly from the UN Comtrade database in New York. It is an interactive interface feeding data from UN Comtrade to the application in Santiago.

<http://www.cepal.org/comercio/ecdata/index.html>

Port benchmarking

The C.Y. Tung International Centre for Maritime Studies of the Hong Kong Polytechnic University is launching a project to study the port productivity for major container ports in the world. The centre attempts to answer two questions: first, what are the major determinants affecting shippers' choices among ports? Second, given this knowledge, what are the best practices to improve port efficiency (productivity) for a port? Answers will be sought based on empirical studies. By collecting data from ports around the world, discrete choice models to address the first question will be built, and measures to compare port performance under different policy scenarios will also be developed. The results from this project are expected to help ports design appropriate policies.

www.icms.polyu.edu.hk/research_portBenchmarking.html

ESCAP/ADB Asia Pacific Trade Facilitation Forum 2009

The forum was held on 25–26 November 2009 and was organized in cooperation with the World Customs Organization (WCO), the United Nations Economic Commission for Europe (UNECE) and UNCTAD, and financed by the Japan Special Fund of the ADB.

The forum aimed to promote trade facilitation as an important component of a comprehensive strategy for national and regional development. It provided an open regional platform to exchange information, experiences and practices for trade facilitation in the Asia-Pacific region, identify priority areas for regional cooperation and integration and learn about new tools and services that can increase the efficiency of cross-border transactions and ultimately improve the competitiveness of firms in the region. The forum intended to strengthen regional cooperation and coordination of technical assistance and capacity-building in trade facilitation.

A Multimedia Exhibition on Trade Facilitation was organized in parallel with forum, to maximize information sharing on the work, practices, case studies and findings of trade facilitation service providers, researchers, as well as development/donor agencies, international organizations and government agencies.

Renaud Massenet of UNCTAD made a presentation about the latest ASYCUDA developments in the session on “e-Trade Solutions Demonstrations”.

Presentations made at the forum are now available under
http://www.unescap.org/tid/projects/tfforum_presentation.asp

Dry ports

In a recent doctoral thesis, the author seeks to define the dry port concept and develop the concept through the identification of its impacts as well as the factors that influence its implementation. According to the thesis, the dry port concept is based on a seaport directly connected by rail to inland intermodal terminals, where shippers can leave and/or collect their goods in intermodal loading units as if directly at the seaport. With dry port implementation CO₂ emissions should decrease, queues and long waiting times at seaport terminals should be avoided, and the risk of road accidents reduced.

The dry port should increase seaports' throughput without physical port expansion. It also brings a competitive advantage to a seaport since it improves the seaport's access to areas outside its traditional hinterland. This is closely related to regional development that results from the establishment of new businesses in the area once the necessary logistics infrastructure is in place, by means of dry ports.

Although the concept of a dry port should bring numerous benefits to the actors of the transport system, there are still many impediments to the implementation of the same; land use, infrastructure and institutional impediments are identified as the most common.

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Trade facilitation for maritime transport

A new report by the Swedish National Board of Trade presents the benefits that may be achieved when countries simplify their trade procedures (trade facilitation). According to the report, the potential for increased trade is particularly high in developing countries. Increased trade contributes to growth and poverty reduction and may thus be an important factor in meeting the United Nations Millennium Development Goals. To achieve this, trade is to be prioritized in national development strategies, and there must be coherence and cooperation among international donors. Many developing countries are currently unable to exploit the trade opportunities that exist. Complicated and time-consuming procedures at border crossings and ports, bureaucratic regulations, corruption and high transport costs, particularly for landlocked countries, are examples of barriers to trade.

http://www.kommers.se/templates/Standard_5707.aspx

Euro-Asian transport links

The Third Euro-Asian Transport Links (EATL) Expert Group Meeting and Inter-Regional Workshop on Developing Euro-Asian Transport Links took place on 11–13 November 2009. It was organized by the United Nations Economic Commission for Europe (UNECE) in cooperation with the Ministry of Transport of Turkey and hosted by the Black Sea Economic Cooperation Organization (BSEC). The EATL Expert Group was established in 2008 to continue selected activities of the original EATL project, which between 2003 and 2007 worked towards developing efficient, safe and secure Euro-Asian inland transport connections.

The Expert Group – a network of over 20 national focal points – meets, organizes capacity-building events and attempts to identify and address Euro-Asian transport challenges. The Istanbul workshop focused on transport infrastructure, border crossing facilitation and policies in the BSEC area as well as on international initiatives in the EATL region. Some 20 speakers made presentations on various aspects of transport in the BSEC and EATL regions. During the proceedings, participants discussed how to collect, review and update national information on the EATL routes and priority transport infrastructure projects, a study to compare and analyse EATL inland transport options with the existing maritime routes and a study to identify non-physical obstacles to international transport. The next two expert group meetings are scheduled for March and September 2010.

www.unece.org/trans/main/wp5/wp5_ge2_03.html

Contact Robert Nowak, UNECE, Robert.Nowak@unece.org.

Supply Chain Challenges for National Competitiveness through Transport



A one-day round table at UNECE on 2 December discussed (a) methodologies and criteria applied in developing national logistics plans and strategies; (b) transport and indicators of competitiveness in international organizations; and (c) common features and differences between various national and international approaches.

www.unece.org/trans/events/2009/supplychain_roundtable09.html

UNCTAD vacancies

The Trade and Transport Facilitation Project (TTFP-2) is the trade and transport facilitation component developed by the World Bank in support of Pakistan's National Trade Corridor Improvement Programme. The TTFP-2 addresses the key constraints faced by the transport and trade logistics sectors and aims at simplifying and modernizing Pakistan's trade procedures and practices and developing a national trade facilitation strategy, cooperation mechanisms, capacity-building and pilot projects. For the implementation of the UNCTAD component of the project, UNCTAD seeks to fill two vacancies.

Project Liaison Officer

Under the supervision of the Chief, Trade Facilitation Section, the Liaison Officer (P3) will undertake the following tasks:

Liaise between the field office in Islamabad and UNCTAD headquarters to ensure smooth implementation of activities. Act as focal point to ensure continuous flow of information between the various stakeholders. Liaise with other development partners that may become involved in specific project activities, including the other United Nations agencies, the World Bank, WCO and WTO.

Assist with monitoring of the project's budget, including establishing/updating work plans in light of available resources and preparing relevant provisional budgets and budget revisions. Prepare the related invoices. Ensure regular transmission to the stakeholders of updated financial information (including submission of the annual financial statements). Contribute to the review/evaluation of the project implementation.

Conduct research and contribute to substantive inputs in the following project areas: the implementation of international instruments for customs, trade facilitation and transit transport such as those of UNECE and WCO; the strengthening of the capacity of the national agencies, including the Ministry of Commerce and the National Trade and Transport Facilitation Committee of Pakistan; the further development of Pakistan's position under the WTO negotiations on trade facilitation; and the revision of national transit regimes and the implementation of bilateral, regional and international transit arrangements.

Assist with the administrative implementation of the project activities, including follow-up of international recruitments, terms of reference, writing of reports, review of consultants' reports, planning of activities and regular consultations with UNCTAD's administration in Geneva and the United Nations Development Programme (UNDP) in Islamabad. Prepare requests for the clearance of international experts/consultants by the government and by the World Bank.

Undertake field missions to Islamabad, Karachi and other locations within Pakistan. Contribute to the substantive implementation of the project as required, including monitoring of activities through regular discussion with concerned staff and consultants and the writing and reviewing of various substantive and progress reports. Assist with the organization of major conferences and meetings envisaged under the project related to trade and transport facilitation issues. Prepare studies and capacity-building and training material, and assist with organizing training courses and seminars in coordination with national stakeholders and the local office in Islamabad.

Location: Geneva, with travel to Pakistan.

Senior Technical Advisor

Under the supervision of the Chief, Trade Facilitation Section, the Senior Technical Advisor (P5) will be responsible for the following.

Policy information and advice: the Senior Technical Advisor shall provide advice and guidance to the National Trade and Transport Facilitation Committee (NTTFC) Executive Secretary aiming at improving the institutional performance and optimizing the NTTFC contribution to the design and implementation of a coherent trade facilitation programme. He/she shall follow developments at relevant international bodies dealing with trade and transport facilitation and disseminate information on their activities to relevant experts and organizations in Pakistan. In addition to encouraging Pakistan's presence in international facilitation forums, he/she shall study and make recommendations to address gaps in the country's facilitation infrastructure. He/she shall reassess the national trade facilitation strategy on an annual basis, taking into account the latest developments.

Management: the Senior Technical Advisor shall supervise and backstop the work of the international and national consultants recruited under the project and provide the government and UNCTAD with appraisals of their performance. In particular, he/she shall cooperate closely with the National Project Director in the process of identifying and recruiting national consultants and shall substantively backstop their contribution to the project. He/she shall build and maintain adequate channels of communication and coordination between the Ministry of Commerce, UNCTAD, World Bank and UNDP Pakistan, to ensure coordinated project implementation and the keeping of timelines. Together with the National Project Director, he/she shall ensure that necessary internal controls over TTFP-2 activities are in place and that the United Nations Financial Rules, Regulations and Procedures are observed. The Senior Technical Advisor shall participate in tripartite review meetings of the project.

Reporting: the Senior Technical Advisor shall provide the Ministry of Commerce, UNCTAD and the World Bank with regular reports on the overall implementation of the project activities related to the project's objectives and the work plan, including policy issues related to the WTO negotiations on trade facilitation, trade procedures analysis and trade, transport and transit operations and trade information, including the relevant capacity-building support. He/she will submit monthly reports on the project implementation status and status of funds, as well as the annual reports and the terminal report.

Counterparts: the Senior Technical Advisor's counterparts will be senior government officials from the Ministries of Commerce, Ports and Shipping, the Federal Board of Revenue, Communications and Railways, Information and Telecommunications, the State Bank of Pakistan, as well as key Pakistani business associations. On a continuous basis, he/she shall interact with the National Project Director and the NTTFC Executive Secretary. The Senior Technical Advisor shall interact as necessary with the government and business sector institutions that participate in the NTTFC, chaired by the Secretary of Commerce. In particular, he/she shall support the active participation of Pakistani institutions in international trade facilitation bodies.

Location: Geneva, with extensive travel to Islamabad, Karachi and other locations in Pakistan (approximately 80 per cent of work time).

The above is reproduced for information purposes only. For the official vacancy announcements and further details on both positions, including the required competencies, experience and education, see <http://myun.un.org/Galaxy/Release3/vacancy/vacancy.aspx?lang=1200>

Engaging the trading community

Forum on WTO, Trade Facilitation and the Private Sector in Developing Countries Geneva, 15–16 February 2010

The complexity of international trade, current changes in transportation services and logistics and the development of advanced information technologies have totally transformed today's business environment. The hidden costs of trade inefficiencies are high – as much as 15 per cent of the value of goods traded in some cases. The result is higher cost of exports and lost opportunities in trade. Trade facilitation, as an important component of policies and institutions to promote trade, helps to create a consistent, transparent and predictable environment for moving goods across borders smoothly. With the trade facilitation negotiations at the WTO advancing, the identification of concrete measures to improve inefficient trading environments and regulatory systems, the implementation of those measures and the monitoring of progress have come to the forefront of discussions.

Trade facilitation and the private sector

While governments have the responsibility for creating an enabling trading environment, it is the private sector that conducts international trade transactions. The private sector is, therefore, a primary beneficiary of trade facilitation. Implementing some trade facilitation measures can be costly and may inhibit change in regulatory environment, institutions and business practices. Tasks arising from this change should be shared between the governments and the private sector. These include the need to adapt and apply new rules and procedures, help formulate dynamic strategic views, define practical measures and interventions, and provide services and investment. Public-private consultations are essential at each stage of the process. Concretely, the private sector can become more proactive at the national, regional and international levels, for example, in:

- Promoting business-friendly policies and practices;
- Implementing voluntary compliance schemes with clear audit trails;
- Applying clear and enforceable codes of ethics in trade transactions;
- Providing services and input to regulatory authorities and the trade community through e.g. the development of single window facilities as single enquiry points;
- Partnering with government authorities to provide investment, training and managerial know-how;
- Helping promote a collaborative approach in formulating the policy agenda and its implementation to help align the public and private sectors' views of necessary reforms.

Objectives of the forum

- Day one focuses the private sector's perspectives regarding obstacles to international trade;
- On day two, the forum will outline how private sector actors, governments and development agencies can jointly support the trade facilitation reforms that will arise from the future commitments under the WTO. Participants will identify how the private sector can contribute to the implementation of the required measures.

Date and organization

The forum will take place back-to-back with the meeting of the WTO Negotiating Group on Trade Facilitation in Geneva. It is organized by UNCTAD in collaboration with the WTO, the European Commission and other partners.

For further information contact Maria Misovicova, maria.misovicova@unctad.org or Jan Hoffmann, jan.hoffmann@unctad.org, Trade Logistics Branch, DTL, UNCTAD, or visit the GFP website at <http://www.gfptt.org/Entities/EventProfile.aspx?id=e28d52d5-af87-42f2-adb2-61eefa35ae2b>