

UNCTAD Transport Newsletter

**No. 25
Third Quarter 2004**



Contents

Editorial.....	3
Subscriptions.....	3
Design and Implementation of Transit Transport Arrangements	4
UNCTAD XI.....	5
Concentration in Shipping and the Specialization of Countries in Maritime Sectors (2).....	9
On the New Geography of Trade: The role of transport services and their costs.....	14
GFP – topic of the month.....	17
50 years IAPH.....	17
Entry Into Force of the International Convention on Maritime Liens and Mortgages 1993 ...	18
The Logistics and Transportation Corporate Citizenship Initiative.....	19
Events.....	20
Vacancy.....	24

NOTE

The designations employed and the presentation of the material in this publication do not imply the expression of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area, or of its authorities, or concerning the delimitation of its frontiers or boundaries.

UNCTAD/WEB/SDTE/TLB/2004/3

Published by the
United Nations Conference on Trade and Development (UNCTAD)
Trade Logistics Branch, SITE
Palais des Nations
Geneva
www.UNCTAD.org

Editorial

Dear readers:

After a busy summer, this Transport Newsletter continues several topics from the previous issue: we report on the outcomes of UNCTAD XI (page 4), provide an update on the preparations of our Expert Meeting on Transit Transport Arrangements (p. 4), review papers presented at IAME 2004 in Izmir (p. 20), and we reproduce the second part of an article on the process of concentration and specialization in the maritime business (p. 9).

Furthermore, we are happy to share with you information about activities of our colleagues at the International Association of Ports and Harbours (p. 17), the World Trade Point Federation (p. 22), the World Economic Forum (p. 19), Dalian Maritime University (p. 21), as well as our Global Facilitation Partnership GFP (p. 17) and the entry into force of the International Convention on Maritime Liens and Mortgages 1993 (p. 18). An article about the “New Geography and Trade” and the role of transport infrastructure and services concludes that “not all developing countries are so far benefiting from this new trade geography and further efforts are required to improve transport services and infrastructure especially for least developed and also landlocked countries. The challenge for policy makers is to initiate a virtuous cycle where better transport services lead to more trade, and more trade in turn helps to encourage improved transport services.” (p. 14)

Finally, please note the deadline 12 October for the vacancy announcement reproduced on page 24.

For feedback, comments, and suggestions for our next Transport Newsletter (4th Quarter 2004), please contact Jan Hoffmann at jan.hoffmann@unctad.org before December.

With best wishes from the Palais des Nations in Geneva,

Your Team of the Trade Logistics Branch

Geneva, September 2004

Subscriptions

To subscribe or un-subscribe to the UNCTAD Transport Newsletter, please use the following on-line form: <http://extranet.unctad.org/transportnews>

Design and Implementation of Transit Transport Arrangements

UNCTAD Expert Meeting, Geneva, 24–26 November 2004 - NOTIFICATION

The Expert Meeting on Design and Implementation of Transit Transport Arrangements, convened in accordance with the decision taken by the Commission on Enterprise, Business Facilitation and Development at its eighth session, will be held from 24 to 26 November 2004. The Meeting will open at the Palais des Nations, Geneva, at 10 a.m. on Wednesday, 24 November 2004. If you are interested to participate, please contact your national authorities such as the Ministry of Transport, Foreign Office, or the representation in Geneva.

Background and purpose of the Meeting

Countries that depend on transit trade, notably the landlocked countries, are confronted with a variety of practical constraints that increase the logistics costs of their international trade. For example, it is estimated that landlocked developing countries have to bear, on average, 50 per cent higher international transport costs than their neighbouring transit/coastal countries. The specific constraints are related to Customs and border procedures and also to the fact that cargo and transport services have to adapt to different sets of administrative, legal, commercial and other conditions when passing through a third country. Transit arrangements that aim at diminishing these constraints need to take new developments into account, notably concerning trade facilitation, new technologies, multimodal transport, and transport security. In order to develop and implement specific transit arrangements, the public and private sectors of the transit country and of the landlocked country need to cooperate within each country and between the two countries through appropriate national and regional coordination mechanisms. In many cases, corridor-specific arrangements can be found that lead to win-win situations, where both countries can benefit from synergies and economies of scale in investments and transport operations. During the three-day meeting, experts and resource persons will analyse the present situation and discuss ways and means to best design and implement transit transport arrangements and to overcome the existing constraints of transit trade.

Participation

Member States of UNCTAD are requested to nominate experts at an early date and not later than 10 November 2004. Experts, who will participate in the Meeting in their personal capacities, are expected to have proven expertise in the subject, and may be selected from governmental and non-governmental organizations, private entities or academia. The Meeting may be of particular interest to government officials and representatives of the private sector dealing with trade and transport issues, privatization of transport services, trade and transport law, and trade facilitation and security matters.

Specialized agencies and intergovernmental bodies wishing to participate in the Meeting, as well as non-governmental organizations in the General Category and those in the Special Category wishing to participate as observers, are requested to inform the UNCTAD secretariat of the names of their representatives by 10 November 2004.

Background documents and contributed papers

The provisional agenda for the Meeting, together with the secretariat's annotations thereto, is being circulated as document TD/B/COM.3/EM.22/1. In order to facilitate discussion, the secretariat is preparing a background note, which will be circulated as TD/B/COM.3/EM.22/2. Experts are encouraged to submit written contributions related to their country's experience on the subject under discussion. These papers will be made available to the Meeting in the form and language in which they are received.

The meeting will take place at the United Nations Office at Geneva, Palais des Nations. Simultaneous interpretation will be provided in the six official languages of the United Nations.

Further information and contact details

Nominations and related communications concerning representation at the Meeting should be sent to the UNCTAD secretariat, Intergovernmental Affairs and Outreach Service, Palais des Nations, CH-1211 Geneva 10; fax: + 41(0) 22 917 0056; e-mail: correspondence@unctad.org.

Enquiries concerning substantive issues should be addressed to Mr. Jan Hoffmann, coordinator of the Expert Meeting in the substantive division (Division for Services Infrastructure for Development and Trade Efficiency); office E.7043, Palais des Nations, CH-1211 Geneva 10; tel: +41 (0) 22 917 2032, fax: +41 (0) 22 917 0050, e-mail: jan.hoffmann@unctad.org.

For further information please visit

<http://www.unctad.org/Templates/meeting.asp?intItemID=1942&lang=1&m=9125>

UNCTAD XI

As announced in the previous Transport Newsletter (2nd Quarter 2004), in June, the member States of UNCTAD gathered in June in São Paulo, Brazil for their eleventh Conference on Trade and Development. The decisions adopted at UNCTAD XI, in addition to the Bangkok Plan of Action, form a solid basis to build upon and are essential instruments in the member States' continued commitment to support UNCTAD in fulfilling its mandate as the focal point within the United Nations for the integrated treatment of trade and development.¹ The agreed outcome of the conference is called "The Sao Paulo Consensus".² Below, we reproduce selected paragraphs of this document that deal with transport related topics.

Excerpts from the Sao Paulo Consensus

"41. Efficient transport facilities and trade facilitation arrangements help to reduce transaction costs. They are essential to improve the international competitiveness of enterprises in developing countries and ease their participation in international trade. This is particularly relevant for small and medium-size enterprises (SMEs). In this respect, recently introduced security-related measures have changed the environment of the international transport of goods. Special consideration needs to be given to their impact on developing countries' trade and to the support that their implementation will require."

"47. The development of efficient transport, communications and logistics infrastructure and services, which are strategic factors in building and maintaining enterprise competitiveness, requires priority attention in developing countries. A comprehensive national approach is required to strengthen the use and development of trade and transport capabilities, in cooperation, as appropriate, with neighbouring countries, through, as appropriate, institutional reform, public/private partnerships, adapting legal frameworks, streamlining administrative procedures, promoting the use of information and communication technology and developing managerial capacities. In addition, particular attention is needed to mitigate challenges posed by locational handicaps of landlocked countries and small island developing States. With regard to

¹ See www.unctadxi.org for an overview of the conference.

² See http://www.unctad.org/en/docs/td410_en.pdf

trade facilitation, Governments need to take steps to implement measures, where relevant, on the basis of internationally agreed rules, standards and recommendations. Coordinated trade facilitation measures are becoming increasingly important for enhancing efficiency, reducing transaction costs and maintaining supply capacities, particularly in the light of current security considerations. When putting in place the procedures and equipment required to comply with security regulations, countries should combine them with trade facilitation measures to provide both a more secure and a more efficient trade environment for all international partners. Special consideration will need to be given to the impact of security measures on developing countries' trade and to the support that their implementation will require.”

“49. The objective of UNCTAD’s work in this area is to assist developing countries, in particular LDCs, to design and implement active policies for building productive capacity and international competitiveness, based on an integrated treatment of investment, corporate responsibility, technology transfer and innovation, enterprise development and business facilitation (including transportation and ICT), competitiveness, diversification and export capacity, to sustain a high level of growth and promote sustainable development.”

“59. UNCTAD should continue to play an important role in areas of trade facilitation, transport and related services of interest to developing countries and should continue to undertake research and analysis with a view to assisting developing countries to establish an appropriate framework for policy action in the area of transport. It should analyse and promote the exchange of experiences on new developments relating to trade facilitation and transport, with specific emphasis on their impact on developing countries. UNCTAD, in consultation with competent international organizations, should follow current and emerging developments on security arrangements, analyse their implications for developing countries, and facilitate the exchange of views and experiences among interested parties in order to help build an environment that is facilitative of international trade and that is secure.”

“60. In order to facilitate the transfer of know-how to developing countries, UNCTAD should strengthen its assistance in the area of building transport capacity, including in the field of multimodal transport, logistics, legal frameworks, containerization and its international implications.”

“66. Most developing countries have made important efforts at trade liberalization under very difficult circumstances, underscoring their interest in using trade as an engine of development and poverty reduction. They deserve due recognition for their efforts in this respect. Some have succeeded in participating in global export growth in a sustainable way. Others, however, have not. The share of the African countries and LDCs in world trade has continued to fall, and their terms of trade have deteriorated, making it difficult for them to build competitive productive and supply capacity. In the face of this, all WTO members have committed themselves to the objectives of duty-free, quota-free market access for products originating in LDCs. Equally important are the special needs of small economies, small island developing States and of landlocked developing countries, within a new global framework for transit transport cooperation for landlocked and transit developing countries in accordance with the Almaty Ministerial Declaration and the Almaty Programme of Action, particularly those relating to their inherent disadvantages and vulnerabilities. The challenge remains to increase the participation of a wider number of developing countries in global export growth. In this context it is necessary to take into account the specific development, financial and trade needs of developing countries, considering that there is no one-size-fits-all trade and development strategy.”

“84. The particular problems of small, vulnerable developing economies, including small island developing States and of landlocked developing countries within a new global framework for

transit transport cooperation for landlocked and transit developing countries, should be given special consideration. In most cases the transit neighbours of landlocked developing countries are themselves developing countries, often of broadly similar economic structure and beset by similar scarcity of resources. Priority should be given to the full and timely implementation of the Almaty Ministerial Declaration and 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. All efforts must be made to ensure a successful outcome of the International Meeting for the 10-year Review of the Barbados Programme of Action for the Sustainable Development of Small Island Developing States in Mauritius in January 2005, which should contribute to the beneficial integration of the small island developing States (SIDS) into the international trading system and the world economy. The examination of issues relating to the trade of small, vulnerable economies, and the framing of responses to these trade-related issues to facilitate their fuller integration into the multilateral trading system should be actively pursued consistent with the Doha Work Programme.”

“93. Ongoing work within the framework of the United Nations Commission on International Trade Law (UNCITRAL) needs to continue to take into account the concerns and interests of developing countries. As well as market access and investment, policies should encourage long-term sustainability of supply capacities in developing countries. Developing countries should continue to be provided with increased financial and technical assistance to continue their efforts at removing procedural and institutional bottlenecks to reduce transaction costs through the implementation of transport and trade efficiency measures and at improving standards and quality control.”

“107. UNCTAD should examine policy proposals and regulatory regimes relating to transport and trade facilitation, thereby assisting developing countries in formulating policy measures to build their transport supply capacities and to assist traders to take advantage of transport opportunities; analyse the implications of ongoing developments, and assist developing countries in the ongoing work in UNCITRAL; and provide technical assistance to developing countries, including landlocked and transit developing countries, highly indebted poor countries and small vulnerable economies to improve the availability and efficiency of infrastructure facilities to support trade.”

Thematic session about trade and transport facilitation

The conference also included a session about “Trade and Transport Facilitation: Building a Secure and Efficient Environment for Trade”.³ The session was chaired by His Excellency Enrique A. Manalo (Philippines). The high-level panel that provided an introduction to the topics consisted of:

- H.E. Dato’ Ahmad Husni Mohamad Hanadzlah, Deputy Minister of International Trade and Industry, Malaysia;
- Mr. Jayson P. Ahern, Assistant Commissioner, Office of Field Operations, US Customs and Border Protection;
- Mr. Issa Baluch, President, FIATA and CEO, Swift Freight International, Dubai, United Arab Emirates;
- Mr. Kunio Mikuriya, Deputy Secretary-General, World Customs Organization;
- Mr. Marc Juhel, Transport and Logistics Advisor, World Bank.

³ See http://www.unctadxi.org/templates/Event_67.aspx for agenda and documentation of this thematic session.

The panellists emphasized that physical and procedural obstacles hindering the competitiveness of export industries need to be reduced to the greatest extent possible so that developing countries can achieve economic development through international trade. Limited transport availability and excessive transaction costs not only constitute major barriers to foreign markets and to a greater integration of developing countries into the global economy, but also represent a major impediment to attracting foreign direct investment to least developed countries. Trade and transport facilitation measures can reduce transaction costs through simplified procedures and the use of modern technology. This task has become more complex in the light of increasing security concerns. Complying with new security regulations by putting in place the necessary procedures and equipment should be accompanied by the necessary trade facilitation measures to provide both a more secure and a more efficient trade environment for all international partners. This is a major challenge for least developed, landlocked and small island developing countries.

Developing countries wishing to build a secure and efficient environment for trade now have a wide choice of instruments and institutional structures. Multilateral efforts should be coordinated to help developing countries take advantage of each and every potential partner's role and competence as part of knowledge-building, action-oriented machinery.

In summing up, the Chairman said that the establishment of global initiatives would assist in providing access to the current variety of trade facilitation measures designed and implemented at the multilateral, regional, national and local levels. The GFP, launched by the World Bank with UNCTAD and other development partners, aims at fostering export-led growth and poverty reduction by facilitating trade, and by bringing together all interested parties, public and private, national and international, who want to help achieve significant improvements in transport and trade facilitation in developing countries and countries in transition. Concrete activities of the partnership include the preparation of trade and transport facilitation audits with related action plans, development of performance indicators, design of software to measure customs clearance time, a number of distance-learning programmes, support to dissemination efforts, and research on the cost and impact of trade and transport facilitation measures. The success of these activities will be the result of contributions from all sectors and countries, just as a secure and efficient global trade environment will be to the benefit of transport users and service providers in developing and developed countries alike. The Chairman stressed the desirability of keeping member States of UNCTAD informed on a regular basis of future developments with regard to the GFP. This information should be provided in the context of normal reporting procedures.

The presentations made during this session can be viewed on-line, via Internet video stream.⁴

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_10406

