# Meeting the challenges of international trade and transport facilitation - UNCTAD's approach

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# Overview

- Problem identification
- UNCTAD approach and contribition
- Examples of UNCTAD work
- Way forward

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## The real kings of transport but…





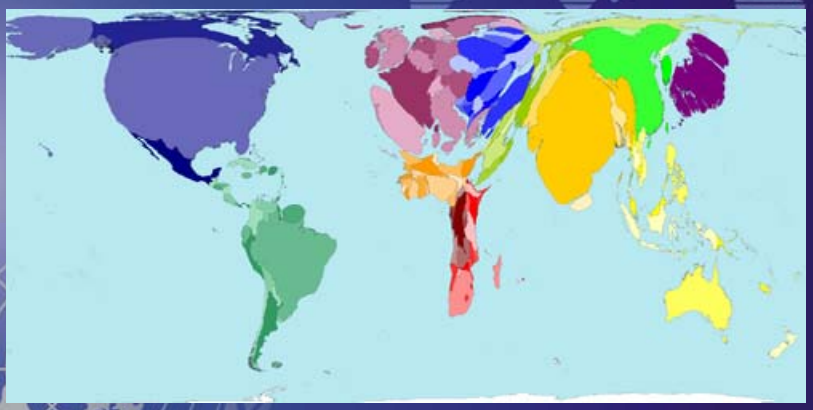
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## Transport systems in developing and Landlocked countries suffer from…

- Poor infrastructure
  - Network problems
    - Insufficient linkages between national and international systems
- Administrative inefficiencies
  - Regulatory and support policies
  - Lack of Facilitation
- Managerial problems
  - Know how

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# Infrastructure disparity



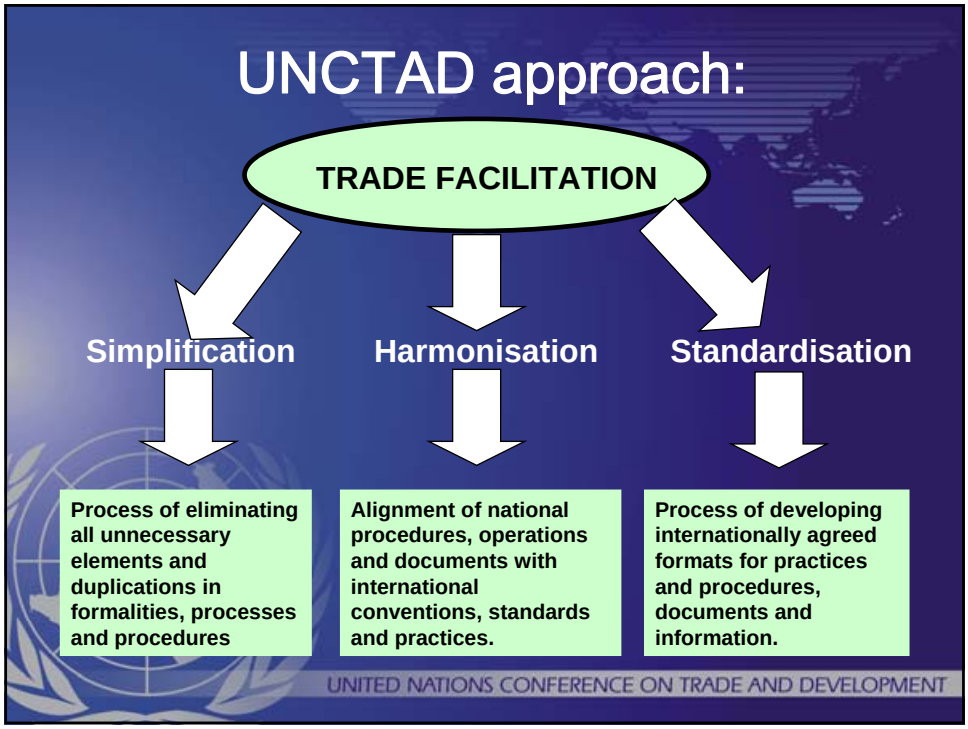
Source: worldmapper.org

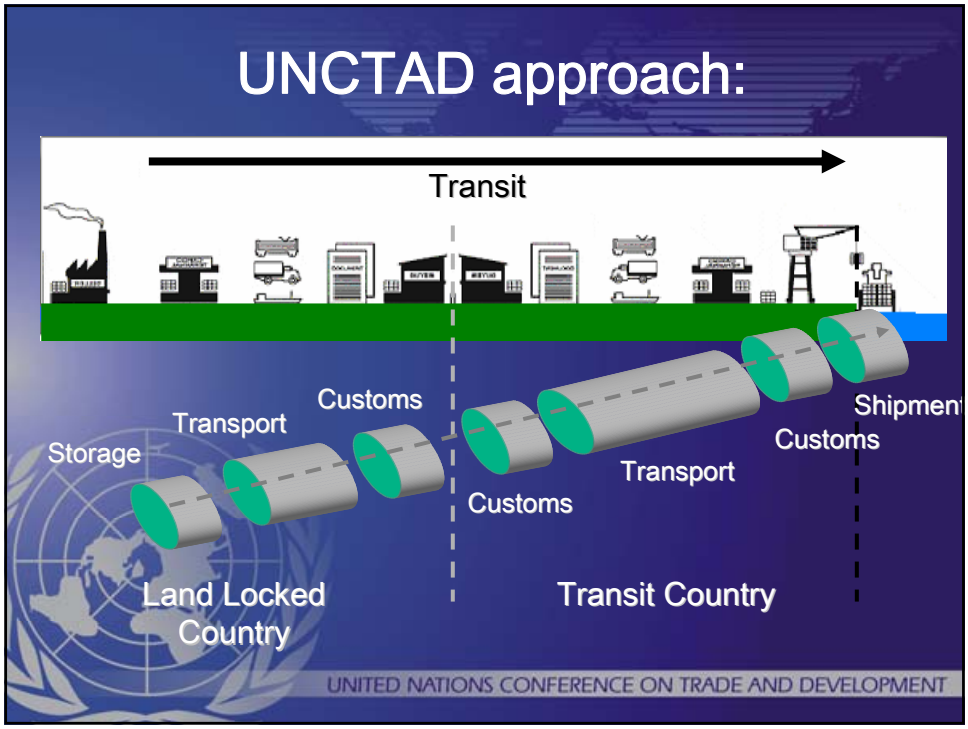
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# UNCTAD approach:
## Enabling environment for trade and transport

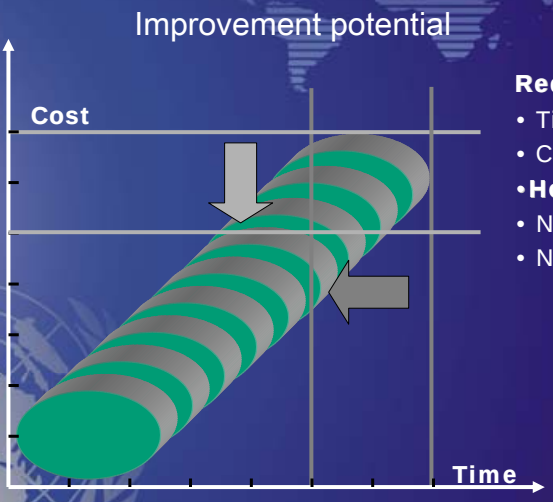
- Reducing the overall cost of international trade transactions requires an integrated approach to trade and transport facilitation
- Alignment on internationally-agreed trade and transport instruments and commercial best practices

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UNCTAD approach:
TRADE FACILITATION
Simplification
Harmonisation
Standardisation
Process of eliminating all unnecessary elements and duplications in formalities, processes and procedures
Alignment of national procedures, operations and documents with international conventions, standards and practices.
Process of developing internationally agreed formats for practices and procedures, documents and information.
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UNCTAD approach:
Transit
Storage
Transport
Customs
Customs
Transport
Customs
Shipment
Land Locked Country
Transit Country
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# UNCTAD approach:




**Reductions**
- Time:
- Cost:
- **How:**
- No transhipment
- No transit charge

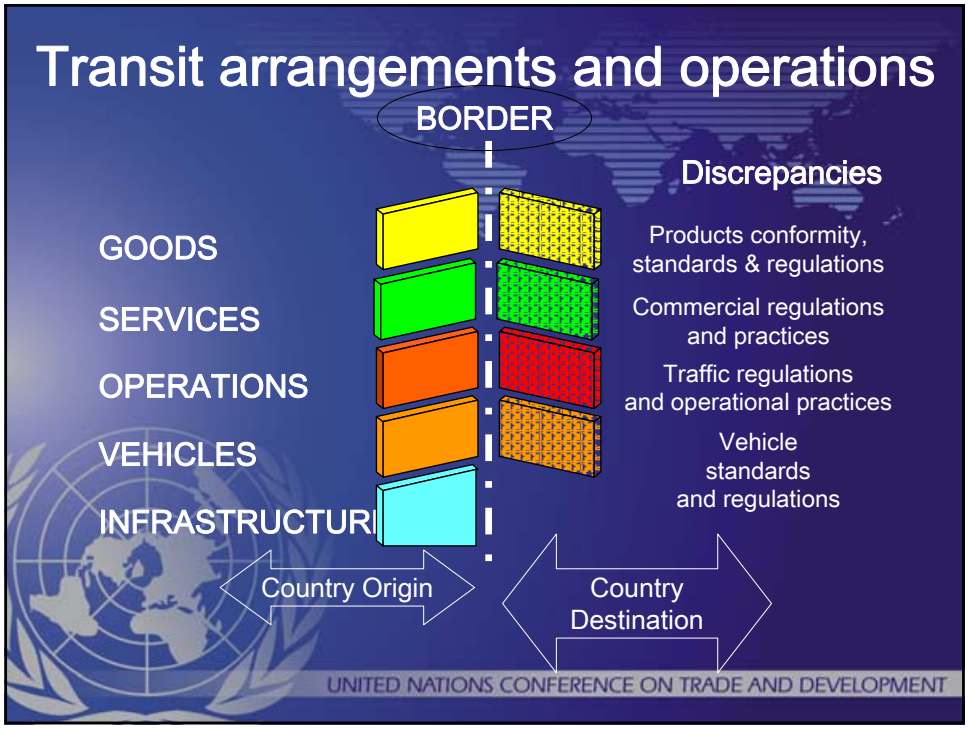
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# UNCTAD's contribution

– UNCTAD assists through measures to make best use of existing infrastructure and resources, including:
  - Strengthening sectors through institutional capacity building & regulatory reform;
  - sustainable technology applications through know-how transfer;
  - HRD and training.
– Coordinated approach within the UN system and related institutions

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# Transit arrangements and operations




# Work elements: Technical assistance

- **Integrated country/regional projects:**
  - AFG, PAK (in cooperation with the WB);
  - ECO
- **IT-based management projects:**
  - ASYCUDA
- **Inter-regional projects:**
  - Assistance to WTO negotiations
  - Needs and priorities in trade facilitation;
  - Transport and trade facilitation platforms;
  - Sustainable T & TF capacity for LLDCs.

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# ASYCUDA

## Automated System for Customs Data





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# ASYCUDA

ASYCUDA is an integrated part of Customs Reform & Modernization programmes, leading to:

- faster Customs clearance procedures;
- better valuation of imports and exports;
- higher Customs revenue collection and control.

Traditional core features;

- SAD
- DTI (declarations);
- Selectivity module (Risk management);
- Transit module.

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# ASYCUDA Transit Module

- Essential for landlocked countries (transit agreements);
- Protects Customs revenues if linked with guarantee;
- Procures the effective monitoring of the smooth transit of goods (JIT);
- Supports procedures of different transit regimes, such as TIR.



# ASYCUDA implementation

**Africa**

Benin
Botswana
Burkina Faso
Burundi
Cameroon
Cap Verde
Chad
Comoros
Congo
Congo DR
Ethiopia
Eritrea
Gabon
Gambia
Guinea
Guinea Bissau
Ivory Coast
Madagascar
Malawi
Mali
Mauritania
Namibia
Niger
Nigeria
Rwanda
Sao Tome
Seychelles
Sudan
Swaziland
Tanzania
Togo
Zambia
Zimbabwe

**America & Caribbean**

Barbados
Belize
Bolivia
Colombia
Curacao
Haiti
Honduras
Nicaragua
Porto Rico
Salvador
St Lucia
Venezuela

**Asia Pacific**

Afghanistan
Bangladesh
Cambodia
Fiji
I.R. Iran
Jordan
Lebanon
Maldives
Nepal
Papua / New Guinea
New Caledonia
Philippines
Samoa
Sri Lanka
Syria
Timor Leste
Yemen

**Europe**

Albania
Armenia
Bosnia / Herzegovina
Estonia
Georgia
Gibraltar
Latvia
Lithuania
Macedonia
Moldova
Romania
Slovakia

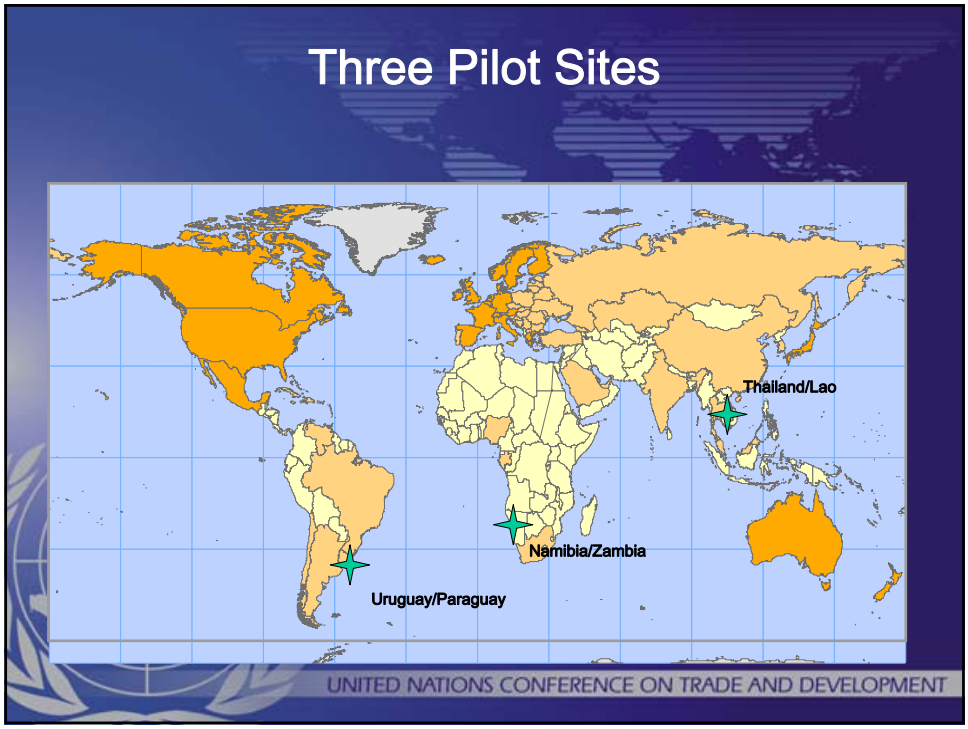
# Assistance to WTO TF negotiations

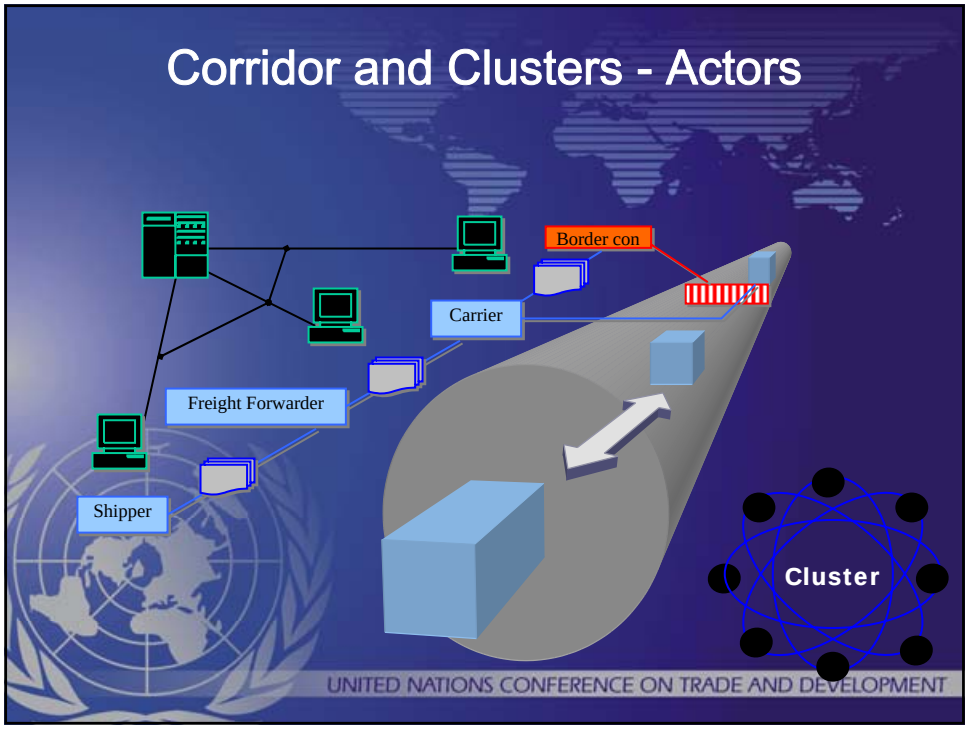
- July package Annex D
  - Modalities for Negotiations on TF
    - Negotiations to clarify Art V, VIII and X of GATT
    - Take into account principle of S&D beyond transition periods
    - LDC to commit in line with development and capabilities
    - Identify needs and priorities
    - Implementation may be conditional on assistance
    - Need for collaborative effort
  - Establishes role of Annex D organizations, incl UNCTAD
  - Assistance in negotiation and future implementation of commitments



# UN Development account:
## Capacity Building for Landlocked and Transit Developing Countries

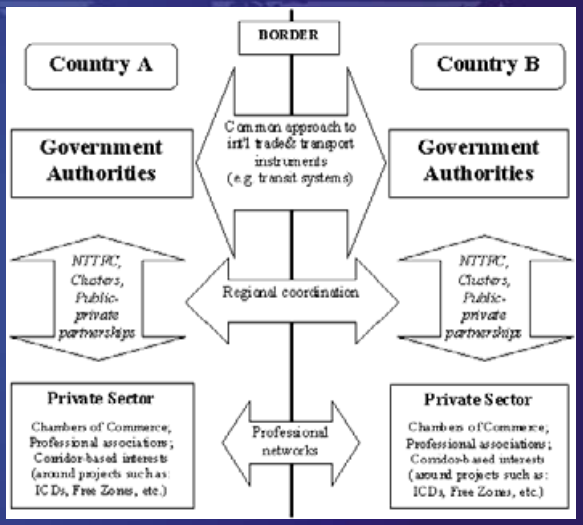
- To provide stakeholders in landlocked and transit developing countries with sustainable capacity to improve transit transport operations.
- To develop value chains from corridor-based institutional and technological solutions
  - To monitor day-to-day operations,
  - To formulate longer-term strategies.


Three Pilot Sites
Thailand/Lao
Namibia/Zambia
Uruguay/Paraguay
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Corridor and Clusters - Actors
Border con
Carrier
Freight Forwarder
Shipper
Cluster
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## Cooperation among…

- Private and public sector
- Landlocked and transit country
- Transport service providers & users






## Elements towards implementation of Almaty Plan of Action

- Intergovernmental activities
  - Expert groups on TF and on Transit transport including Expert Meeting on « Regional Cooperation in Transit Transport: Solutions for Landlocked and Transit Developing Countries »
- Technical Assistance activities to improve transit operations

## The real efficient transport



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## Thank you

http://www.unctad.org/ttl/index.htm

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