The role of Port Authorities in Port and Hinterland Connections

By

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UNCTAD

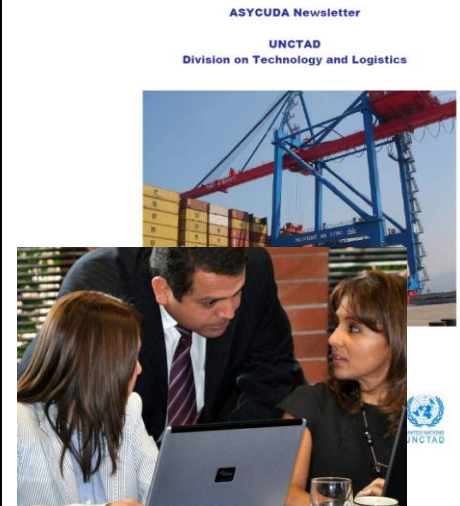| Research	Intergovernmental	Technical assistance and capacity building

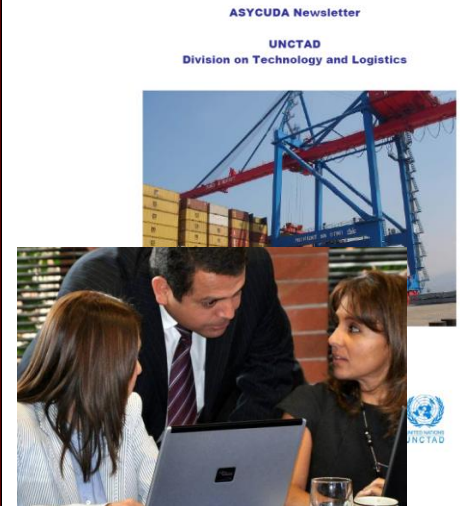United Nations Conference on Trade and Development

PROSPERITY FOR ALL

UNCTAD

Research	Intergovernmental	Technical assistance and capacity building
REVIEW OF MARITIME TRANSPORT 2014		ASYCUDA Newsletter UNCTAD Division on Technology and Logistics
THE WAY TO THE OCEAN		

United Nations Conference on Trade and Development

ASYCUDA

MAP OF ASYCUDA TECHNICAL ASSISTANCE PROJECTS IN 2013

Available in 94 countries

Automated System for
Customs Data (ASYCUDA) technical assistance
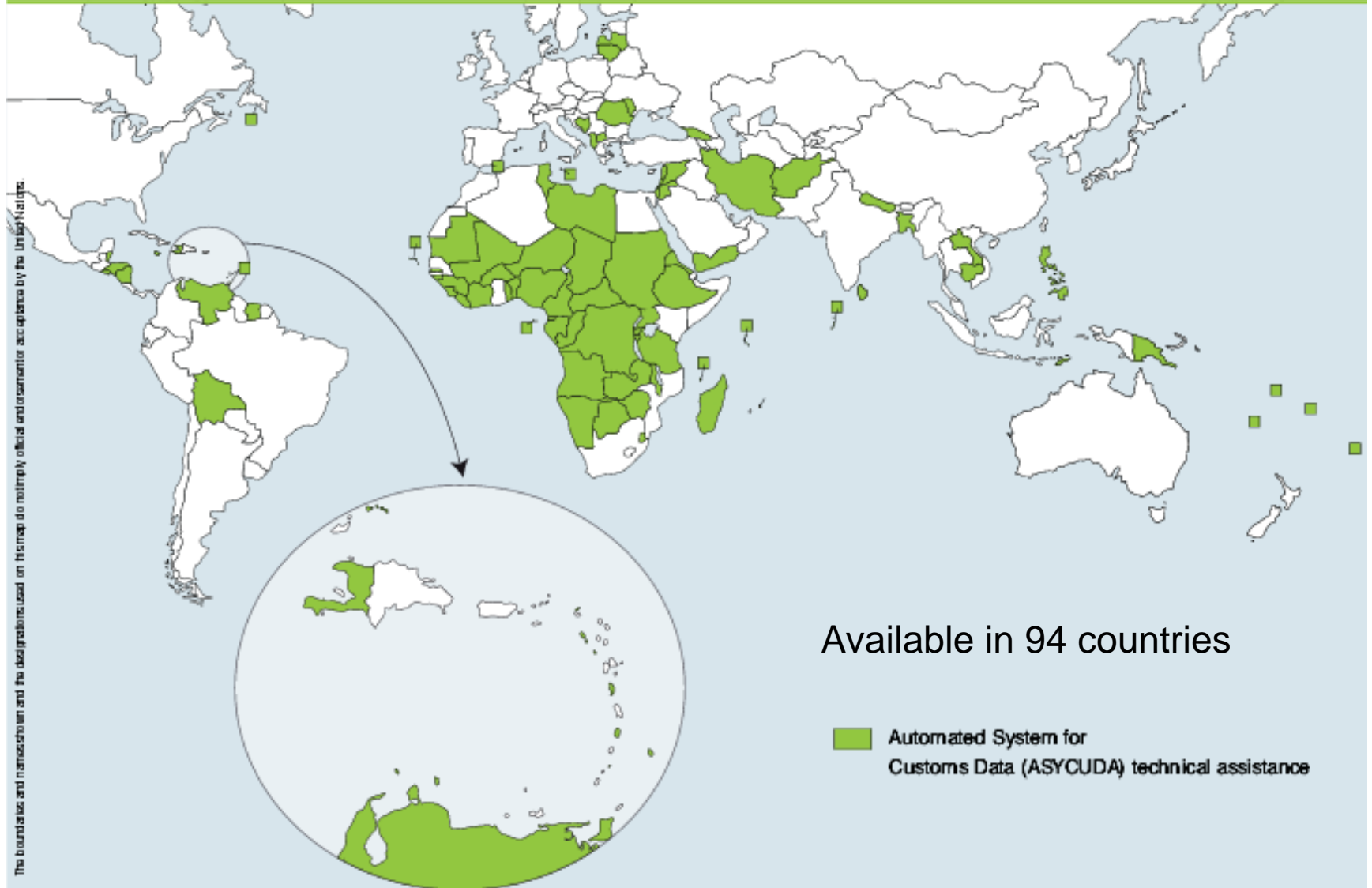
Port Training Programme

From 1998 to 2014 in figures

- 1500 port operators trained and certified
- 798 senior managers trained as trainers
- 81 national cycles in 20 countries
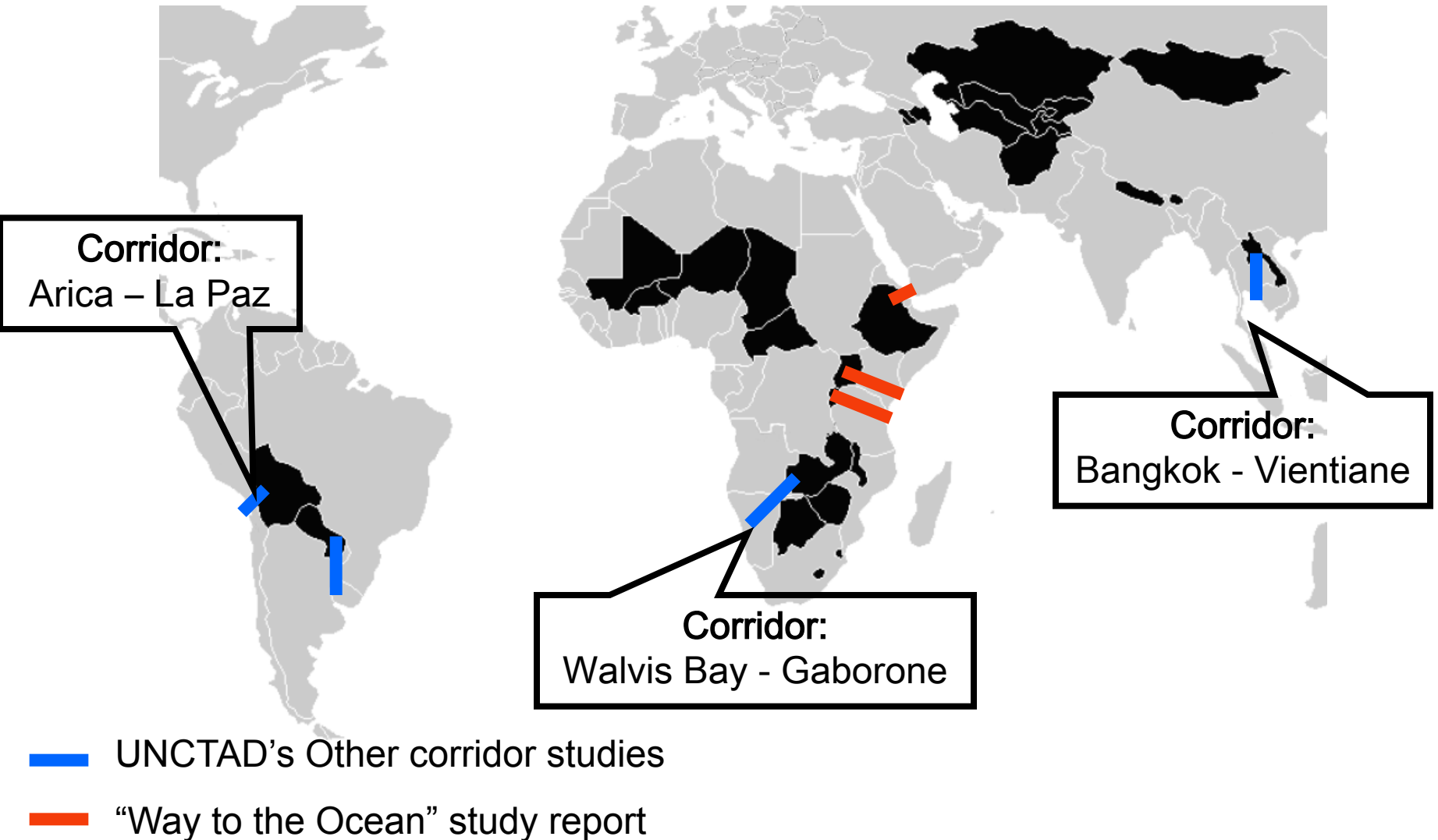- 57 workshops of for training of trainers

Topics covered by the 8 modules
1. International trade and transport
2. Organisation of a port system
3. Functioning of a port system
4. Future challenges to ports
5. Methods and tools of port management
6. Economic and commercial management
7. Administrative and legal management
8. Technical management and human resources development

- 4 Port training networks (Portuguese, Spanish, French and English)
- National Steering Committees established in each Country
- Advisory support and services in 24 countries

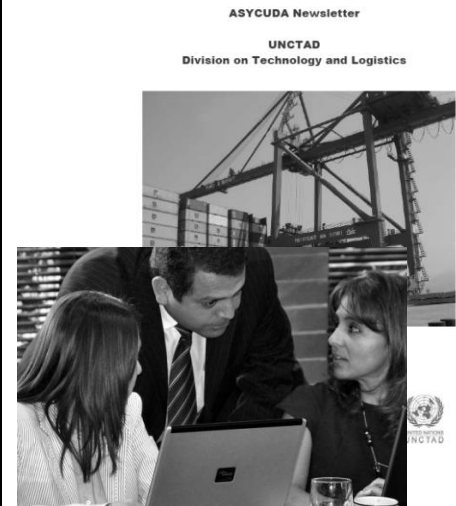# Various corridor studies organising stakeholders into clusters

Corridor:
Arica – La Paz

Corridor:
Bangkok - Vientiane

Corridor:
Walvis Bay - Gaborone

UNCTAD's Other corridor studies

"Way to the Ocean" study report

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Regular Publications

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TRADE LOGISTICS BRANCH, DIVISION ON TECHNOLOGY AND LOGISTICS

TRANSPORT NEWSLETTER

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT

UNITED NATIONS
UNCTAD

IN THIS ISSUE

EDITORIAL

PORTS NEWSLETTER N°19
November 1999

prepared by the UNCTAD secretariat

...tion (WTO) members ...itation (TFA) into the ...s, the current edition ...onal trade facilitation ...ned in the agreement, ...nd Developing States ...ublications related to ...e agreement) brings ...of the TFA will bring ...ncrease of Customs

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT
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REVIEW OF MARITIME TRANSPORT 2014

- "Port authorities … have a key role to play in facilitating the growth of trade… ports must be realigned … as trade facilitators and not as income or employment generators."

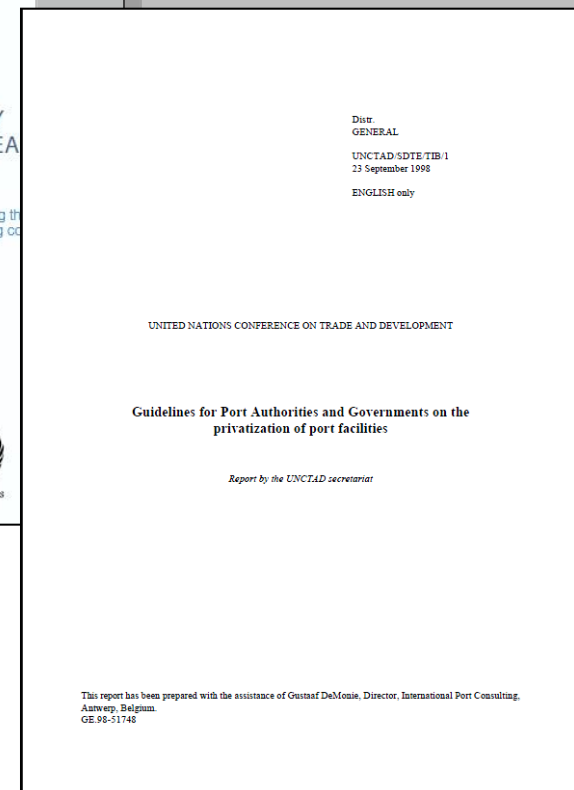- "The objective is to move the nation's international merchandised trade as efficiently and inexpensively as possible."
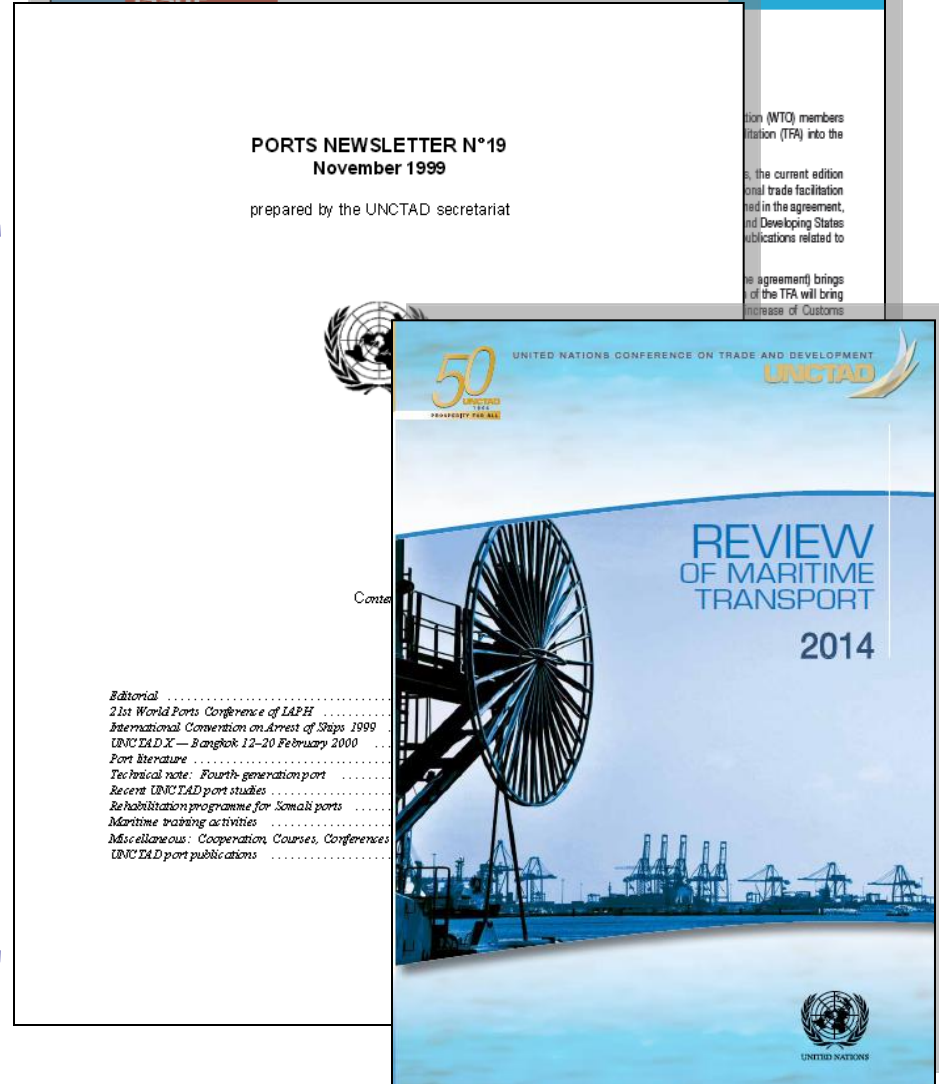
Ad Hoc studies

- **The way to the Ocean (2013)**
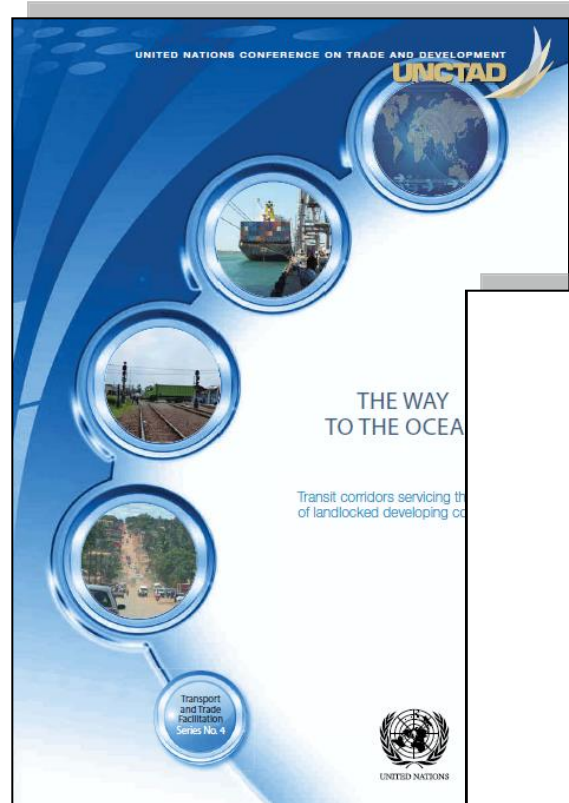
- **Guidelines for Port Authorities and Governments on the privatization of port facilities (1998)**

5.5 Future Port Authority role

- … private sector … point of view … of the port authority.. [is that it] merely constitute[s] an additional layer of bureaucracy and consequently use a substantial amount of national economic resources without generating measurable output. … at best will accept the establishment of a landlord-type company …. solely responsible for managing the port's real estate.

…Cont.

- what is needed in modern port management is the capacity to command and flexibility… to deliver, and …..control…long-term vision… private involvement in ports is not synonymous with the redundancy of a port authority-type organization.

…Cont.

- Instead of acting as the omnipresent, omnipotent and autocratic body, responsible for everything … a modern Port Authority will … concentrate .. on the efficient provision and execution … of five fundamental functions:
  - 1. the landlord function;
  - 2. the policy-making and planning function;
  - 3. the regulatory, supervisory and surveillance function;
  - 4. the monitoring and promotion function;
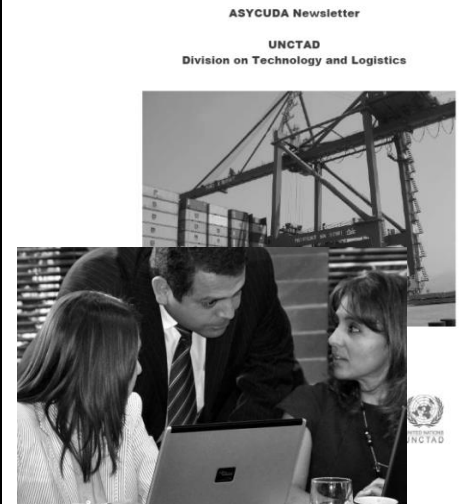 - 5. the port training function.

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Ad Hoc Expert Meeting on

ASSESSING PORT PERFORMANCE

UNITED NATIONS
UNCTAD

Geneva, 12 December 2012

http://unctad.org/en/pages/MeetingDetails.aspx?meetingid=175
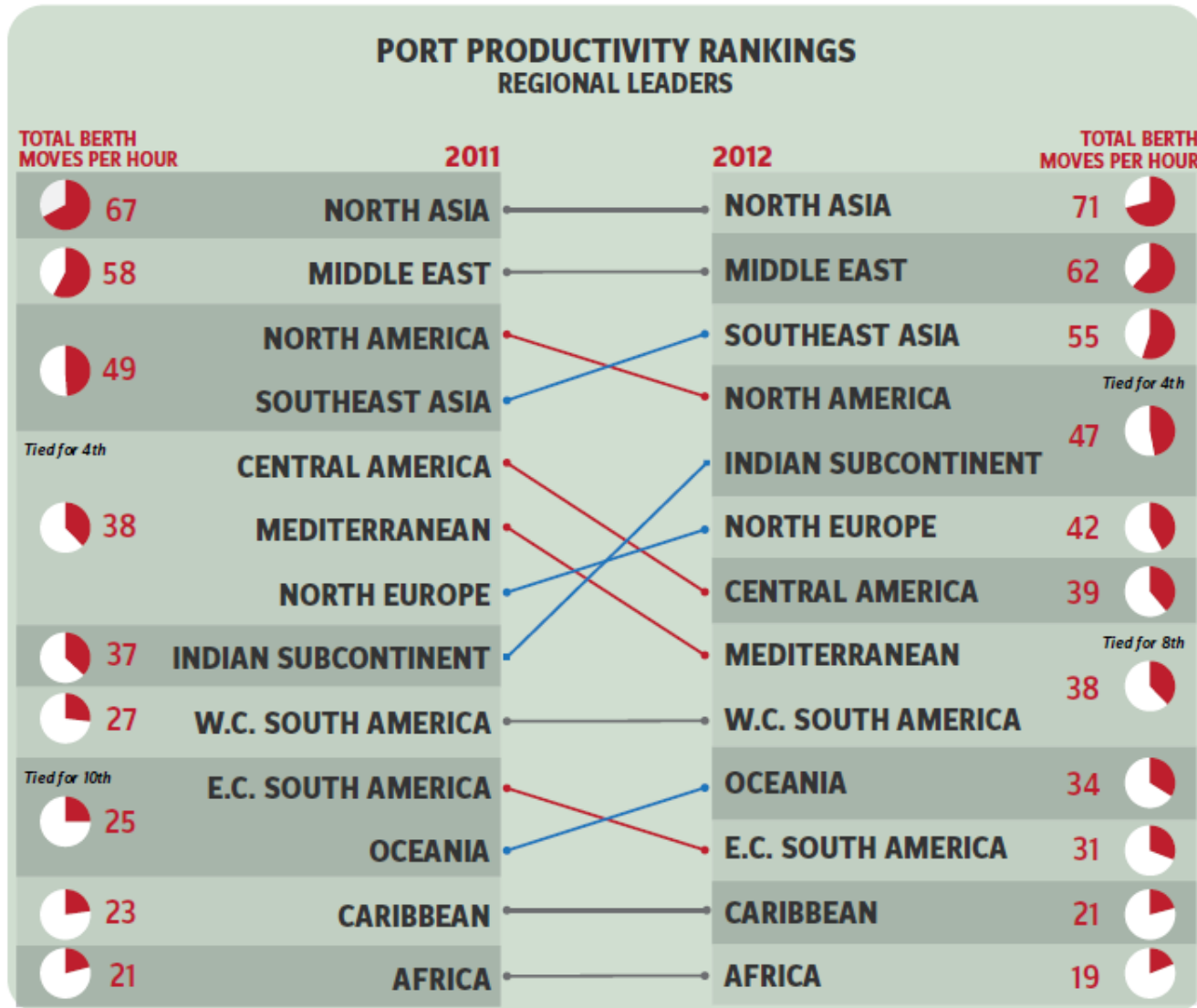
Outcome

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 (e.g. environmental, economic and social aspects).

4) To **anticipate** when building a compendium of data the possibility of including **additional contextual information**.

Private sector analysis

PORT PRODUCTIVITY RANKINGS
REGIONAL LEADERS

TOTAL BERTH MOVES PER HOUR	2011	2012	TOTAL BERTH MOVES PER HOUR
67	NORTH ASIA	NORTH ASIA	71
58	MIDDLE EAST	MIDDLE EAST	62
49	NORTH AMERICA	SOUTHEAST ASIA	55
	SOUTHEAST ASIA	NORTH AMERICA	*Tied for 4th*
Tied for 4th	CENTRAL AMERICA	INDIAN SUBCONTINENT	47
38	MEDITERRANEAN	NORTH EUROPE	42
	NORTH EUROPE	CENTRAL AMERICA	39
37	INDIAN SUBCONTINENT	MEDITERRANEAN	*Tied for 8th*
27	W.C. SOUTH AMERICA	W.C. SOUTH AMERICA	38
Tied for 10th	E.C. SOUTH AMERICA	OCEANIA	34
25	OCEANIA	E.C. SOUTH AMERICA	31
23	CARIBBEAN	CARIBBEAN	21
21	AFRICA	AFRICA	19

Source: JOC Port Productivity Database; Ocean Shipping Consulta

In the private sector, data is a commodity

"Count what is countable: Measure what is measurable. What is not measurable, make measurable."

Galileo (1564 – 1642)

Ad Hoc Experts Meeting on Development of Transport Observatories

25 October 2013
Geneva, Switzerland

THE DEVELOPMENT OF TRANSPORT OBSERVATORIES

On 25 October 2013, UNCTAD organized an Ad Hoc experts meeting on the development of Transport Observatories. The objective of the Ad Hoc experts meetings is to assist the UNCTAD Secretariat in developing and steering the direction of its work programme. To this extent UNCTAD was following-up on a number of requests from member countries to assistance with the establishment and operation of Transport Observatories. The meeting was therefore a fact finding exercise designed to contribute to a better understanding of the scope, complexity of the task in terms of the functions and requirements of a Transport Observatory.

The meeting was attended by 23 experts from 10 countries from governments, academia and transport industry. The morning session focused upon the functions and purpose of a Transport Observatory, while the afternoon session looked at how UNCTAD could contribute on a global scale to the specific needs of individual countries.

The **complexity in designing, establishing and operating a Transport Observatory** soon became apparent as experts examined the details a forthcoming World Bank publication titled "Corridor Transport Observatory Guidelines" and shared their own experiences. The **main obstacles highlighted in developing Transport Observatories included: 1) a lack of finance to design and start the system; 2) a lack of appropriate technical knowledge and institutional capacity within relevant national stakeholders 3) the need to have IT departments involved at the early stages of Transport Observatory design phases.**

The provision of the required information by primary sources requires several pre-requisites such as defined indicators, human, technological and financial resources as well as a complex institutional arrangements. Experts noted that possibly there was "no one size that fits all" concept or a recommended model. **Transport Observatories have to cater for different needs, different backgrounds and environments.** Some Transport Observatories are established along transport corridors, with limited geographical scope of intervention and a clear mandate; some are part of a larger process of regional integration and supported by donors; some are operated with very limited means.

The need to clarify the purpose of the Transport Observatory thus became paramount and a lively **debate on the role Transport Observatories could play in achieving the ultimate goal of helping lower transport costs ensued.**

It was proposed that, as part of its research activities, **UNCTAD could prepare a study** on the current global situation of **Transport Observatories.** UNCTAD's contribution in consensus building events to tackle the subject was also proposed to be undertaken at both regional and sub-regional level.

Finally, wherever individual requests for assistance would be received, UNCTAD would require a preliminary diagnostic study to be carried out in the counties or regions concerned in order to then prepare a tailored technical assistance project proposal, responding to the respective needs assessment and gap analysis.

If you have experience to share in developing or operating Transport Observatories, or are interested in conducting research in this area, UNCTAD would be pleased to hear from you.
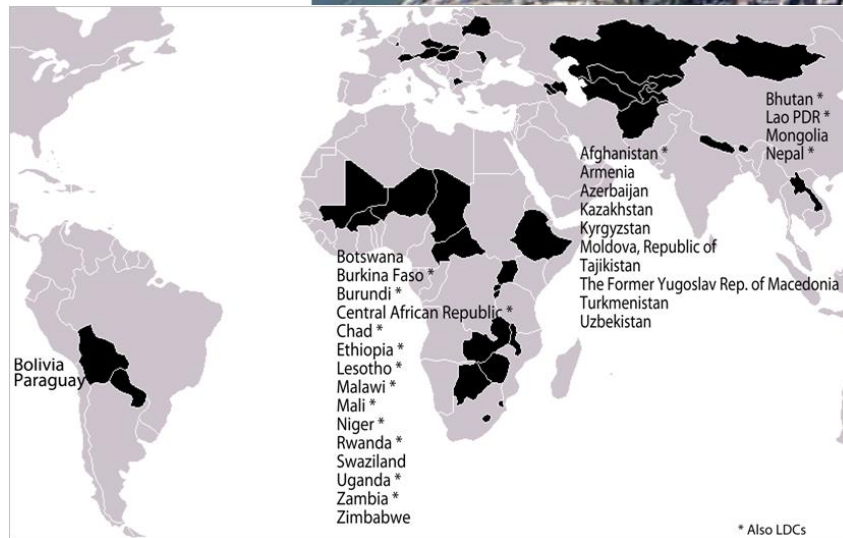*Contact person: Vincent Valentine (vincent.valentine@unctad.org), Trade Logistics Branch, UNCTAD*

What is the future role of the PA?

The port is not an isolated entity

Hinterland Connections matter

- The port authority is ideally placed to act a coordinator of different transport systems which lead to the port and between port users and government agencies.

Businesses locate close to ports because they want to avoid the uncertainties of overland transport.

Dry Port

Leading to increased employment and greater trade, equality, reduced environmental impact…
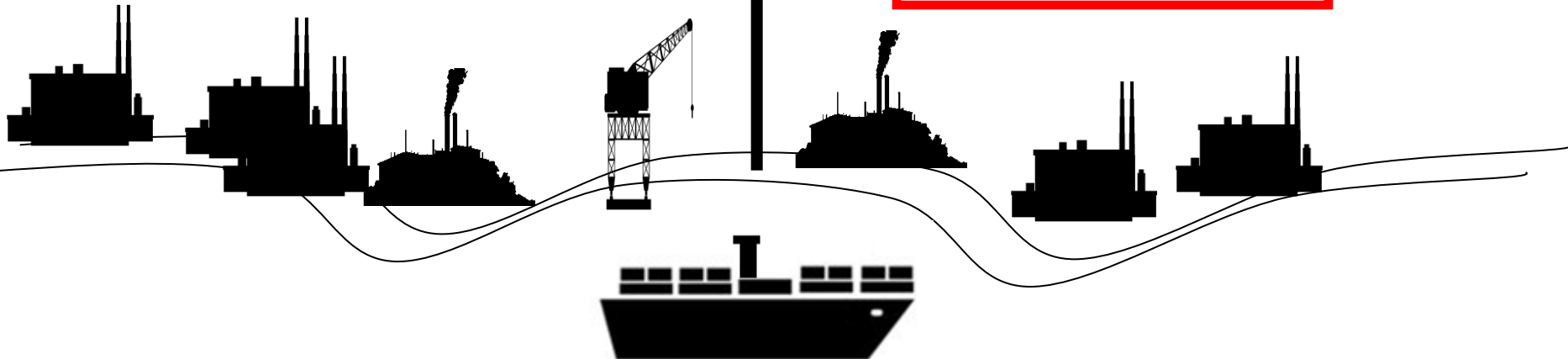
A manufacturer of foodstuff is not in the business of owning a truck fleet - the fleet is simply a tool to remove his exposure to…

The capital released from asset liquidation can be used to promote further investment…

Unreliability, unpredictability and infrequency

By focusing upon reliability, predictability and frequency…

The future

- Act as a coordinator between various stakeholders
- Serve as a information hub
- Disseminate data (for free)
- Encourage studies (internal/external)
- Promote benchmarking
- Share best practices
- Suggest policy advice to promote more efficient transport