



***First Interregional Workshop on Policy, Infrastructure and
Management of Ports in ECE and ECA region
(4-5 October 2007, Barcelona)***

Initiatives of the UN ECE in relation to seaports

United Nations Economic Commission for Europe
Transport division



- Seaports are vital for European trade and transport; competitiveness increasingly depends on an efficient and cost effective transport and port system;
- Port sector in EU handles more than 90 % of its trade with third countries and about 30 % of intra-EU traffic;
- Ports are important centres of regional economic and social development and act as essential interface between seaborne and inland transport modes;
- Ports are faced with the challenges to meet the growing demand and cope with technological changes (containerisation, e-technologies, dialogue on port investments and social relations



- In developing countries, ports represent a key asset for economic development
- They need to operate efficiently and be properly structured in order to support an increase in trade and GDP by linking countries, both coastal and landlocked, productive hinterlands and consumers to global markets
- Through their nodal role of facilitating intermodal transport ports have a significant role in contributing toward achievement of the Millenium Development Goals



Major Container Routes (mio TEU) 2005

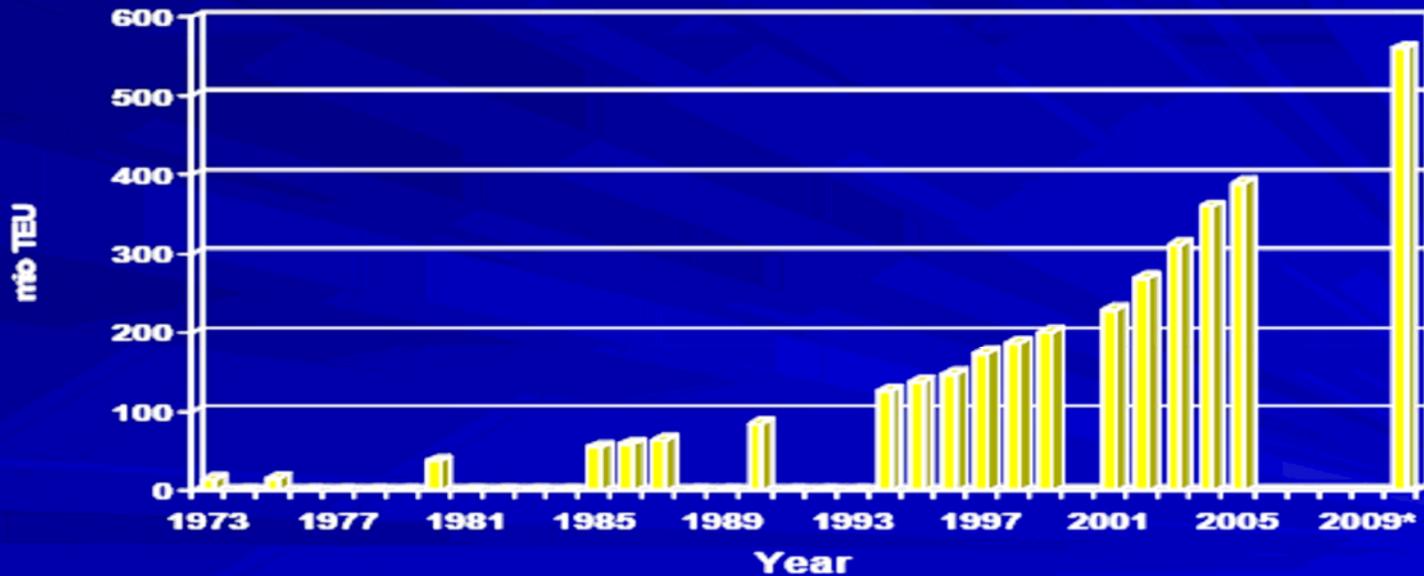
(Source: Drewry)





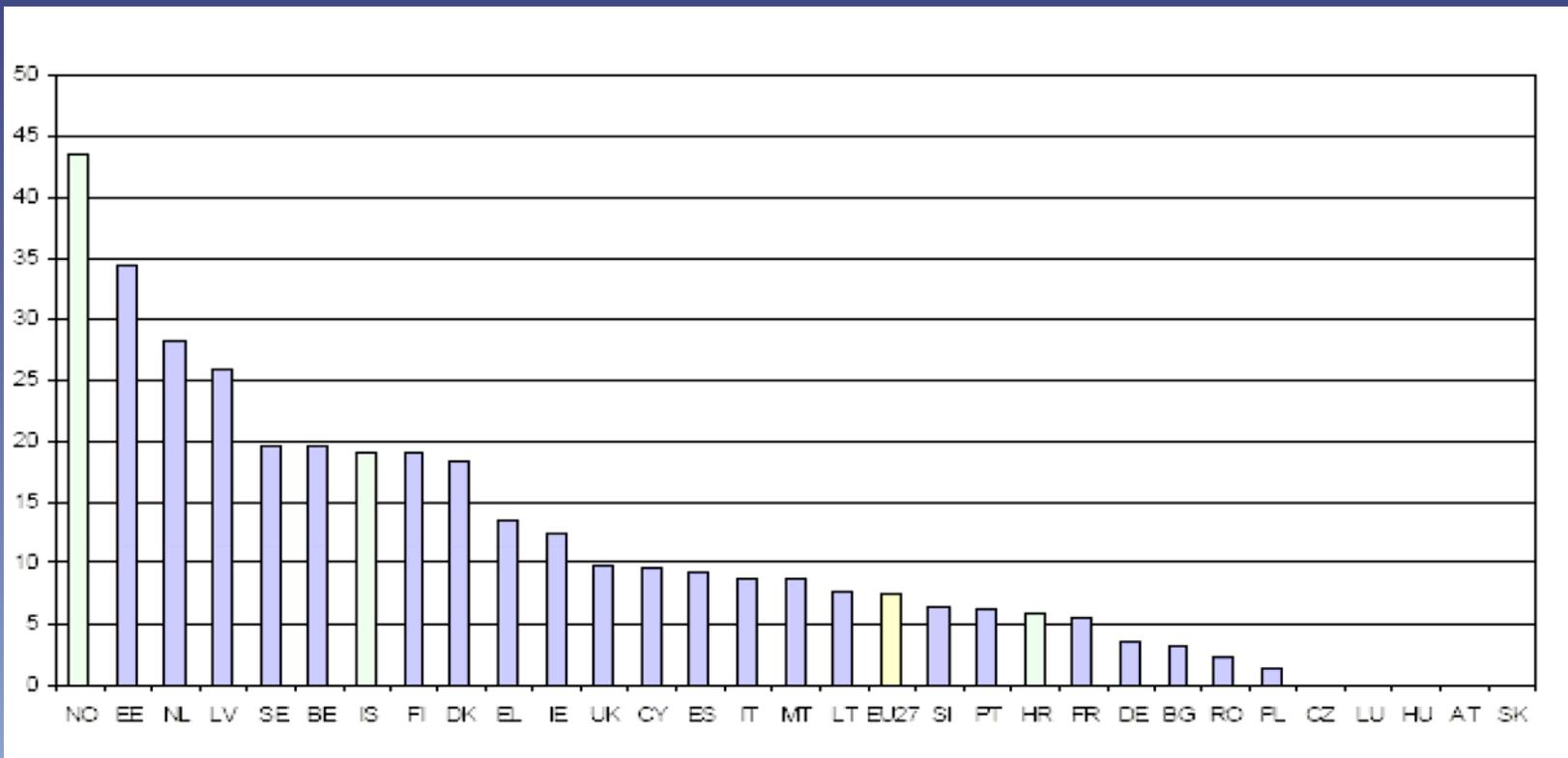
World port container traffic (mio TEU)

(Source: Containerisation International)





Gross weight of seaborne goods handled (inwards and outwards) in all ports in 2005 (in tonnes per inhabitant)





UNITED NATIONS

Economic Commission for Europe

Top African container ports for 2004

| 2004 Rank | Port | Country | TEUs | | Percentage change |
|-----------------------------------|----------------|-----------------------------|--------|-------|-------------------|
| | | | 2004 | 2003 | |
| 1 | Durban | South Africa | 1 717 | 1 511 | 13.6 |
| 2 | Damietta | Egypt | 1 263 | 955 | 32.2 |
| 3 | Abidjan | Côte d'Ivoire | 670 | 613 | 9.4 |
| 4 | Cape Town | South Africa | 570 | 533 | 6.9 |
| 5 | Casablanca | Morocco | 492 | 448 | 9.8 |
| 6 | Lagos | Nigeria | 444 | 486 | -8.7 |
| 7 | Mombasa | Kenya | 404 | 331 | 22.3 |
| 8 | Tema | Ghana | 340 | 350 | -2.9 |
| 9 | Dakar | Senegal | 331 | 281 | 17.7 |
| 10 | Port Elizabeth | South Africa | 323 | 274 | 17.6 |
| 11 | Port Louis | Mauritius | 290 | 381 | -23.9 |
| 12 | Dar-Es-Salaam | United Republic of Tanzania | 260 | 204 | 27.5 |
| 13 | Luanda | Angola | 235 | 210 | 12.1 |
| 14 | Port Sudan | Sudan | 206 | 157 | 31.2 |
| 15 | Port Reunion | Reunion | 193 | 170 | 13.5 |
| 16 | Lome | Togo | 185 | 166 | 11.1 |
| 17 | Djibouti | Djibouti | 159 | 244 | -34.8 |
| 18 | Sokhna | Egypt | 155 | 122 | 27.2 |
| 19 | Toamasina | Madagascar | 105 | 95 | 10.8 |
| 20 | East London | South Africa | 60 | 56 | 7.3 |
| Total top 20 | | | 8 402 | 7 587 | 10.7 |
| Total all African ports | | | 11 239 | 9 661 | 16.3 |
| Top twenty share in African ports | | | 74.8 | 78.5 | |

Source: *Containerisation International Yearbook, 2006.*



Top-20 container ports in 2005 - on the basis of volume of containers handled (in 1 000 TEUs(1))

| Rank 2005 | Port | 2000 | 2001 | 2002 | 2003 | 2004 | | 2005 | | Growth 2004-2005 (%) | |
|-----------|-----------------------------------|-------|-------|-------|-------|-------|----------------|-------|----------------|----------------------|----------------|
| | | Total | Total | Total | Total | Total | of which empty | Total | of which empty | Total | of which empty |
| 1 | Rotterdam (NL) | 6 253 | 6 061 | 6 505 | 7 118 | 8 242 | 1 455 | 9 195 | 1 760 | +12% | +21% |
| 2 | Hamburg (DE) | 4 275 | 4 665 | 5 376 | 6 126 | 7 004 | 922 | 8 084 | 1 255 | +15% | +36% |
| 3 | Antwerpen (BE) ⁽²⁾ | 2 641 | 3 001 | 3 153 | 4 012 | 5 055 | 526 | 6 221 | 979 | +23% | +86% |
| 4 | Bremen & Bremerhaven (DE) | 2 643 | 2 972 | 3 032 | 3 191 | 3 529 | 539 | 3 741 | 546 | +6% | +1% |
| 5 | Algeciras (ES) ^{(3) (4)} | : | 1 737 | 1 732 | 2 024 | 970 | 0 | 3 184 | 802 | : | : |
| 6 | Gioia Tauro (IT) | 2 575 | 2 393 | 2 883 | 3 094 | 3 170 | 575 | 3 123 | 705 | -1% | +23% |
| 7 | Felixstowe (UK) | 2 825 | 2 839 | 2 682 | 2 482 | 2 717 | 718 | 2 760 | 730 | +2% | +2% |
| 8 | Valencia (ES) ⁽⁴⁾ | 1 313 | 1 512 | 1 826 | 2 012 | 2 156 | 540 | 2 415 | 642 | +12% | +19% |
| 9 | Le Havre (FR) | 1 334 | 1 550 | 1 754 | 2 015 | 2 158 | 322 | 2 144 | 335 | -1% | +4% |
| 10 | Barcelona (ES) ⁽⁴⁾ | 1 389 | 1 404 | 1 122 | 1 765 | 2 084 | 543 | 2 071 | 513 | -1% | -6% |
| 11 | Pireus (EL) | 1 096 | 1 164 | 1 395 | 1 606 | 1 551 | 290 | 1 401 | 275 | -10% | -5% |
| 12 | Southampton (UK) | 1 092 | 1 213 | 1 275 | 1 375 | 1 435 | 498 | 1 384 | 458 | -4% | -8% |
| 13 | Las Palmas (ES) ⁽⁴⁾ | 648 | 664 | 726 | 966 | 1 111 | 304 | 1 222 | 326 | +10% | +7% |
| 14 | Genova (IT) | 1 179 | 1 536 | 1 499 | 1 591 | 1 437 | 361 | 1 038 | 24 | -28% | -93% |
| 15 | La Spezia (IT) | 661 | 758 | 780 | 836 | 879 | 119 | 916 | 160 | +4% | +34% |
| 16 | Marseille (FR) | 725 | 745 | 811 | 835 | 920 | 166 | 911 | 150 | -1% | -9% |
| 17 | Constanta (RO) | : | : | : | : | 391 | 74 | 867 | 262 | +122% | +252% |
| 18 | Bilbao (ES) ⁽⁴⁾ | 425 | 447 | 454 | 468 | 498 | 0 | 863 | 202 | +73% | : |
| 19 | Göteborg (SE) | 652 | 624 | 725 | 634 | 722 | 155 | 772 | 162 | +7% | +5% |
| 20 | London (UK) | 573 | 749 | 875 | 895 | 966 | 306 | 765 | 220 | -21% | -28% |

(1) TEU = Twenty-foot Equivalent Unit (unit of volume equivalent to a 20 foot ISO container). (2) Partial data up to 2nd quarter 2004. (3) Data for 2004 are underestimated.

(4) Data for the period 2003-2005 are provisional and likely to be revised.



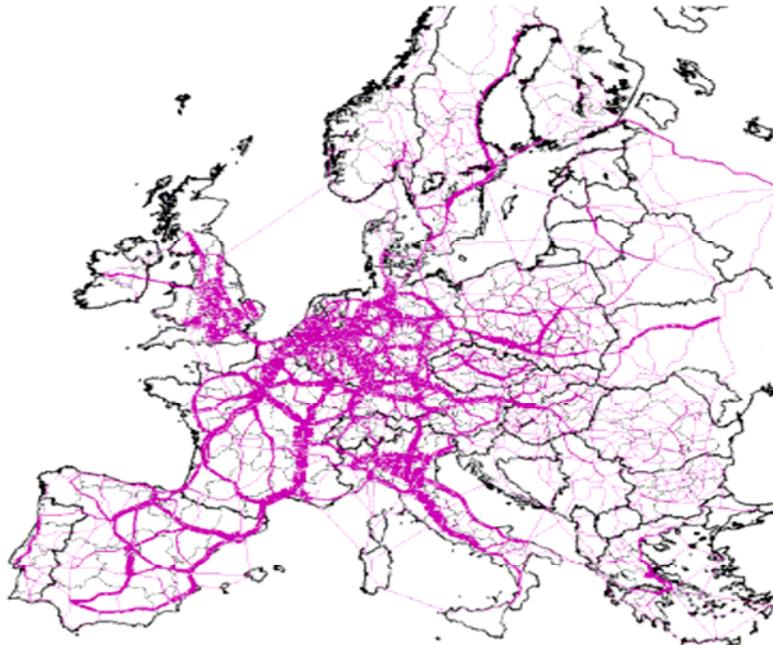
Why considering ports:

- **“US warned of need to expand ports”**, - *the flow of goods from Asia to the US could start suffering serious delays by 2010 unless urgent action is taken to increase the capacity of America’s railroads and ports, according to a leading shipping executive... - Financial Times, June 11 2007*
- **“Europe’s ports struggle”**, - *“Asian imports overwhelm capacity” - The biggest ports in Europe are facing increasing chaotic congestion and delays in deliveries because they have failed to expand quickly enough to handle booming container imports from Asia... Industry officials say that the only remedy for congestion is to expand terminal capacity ... - International Herald Tribune, 15 June 2007*

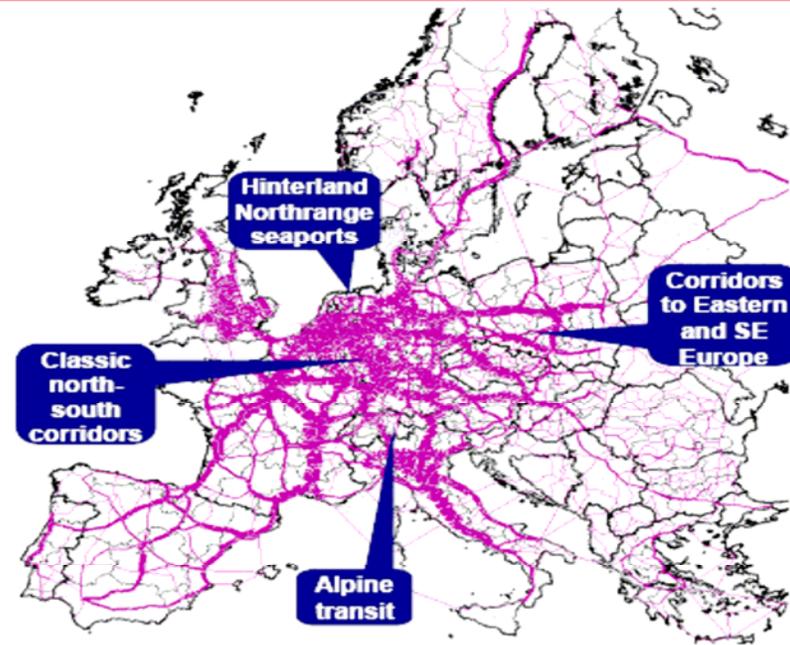


Further **bottlenecks** in European transport flows expected, growth forecasted mainly on key corridors

European transport flows 2004
(totals for rail, road and inland vessel)



European transport flows 2015
(totals for rail, road and inland vessel)



Source: ROMP; Factor 40 million t / mm, interzonal transport >50 km

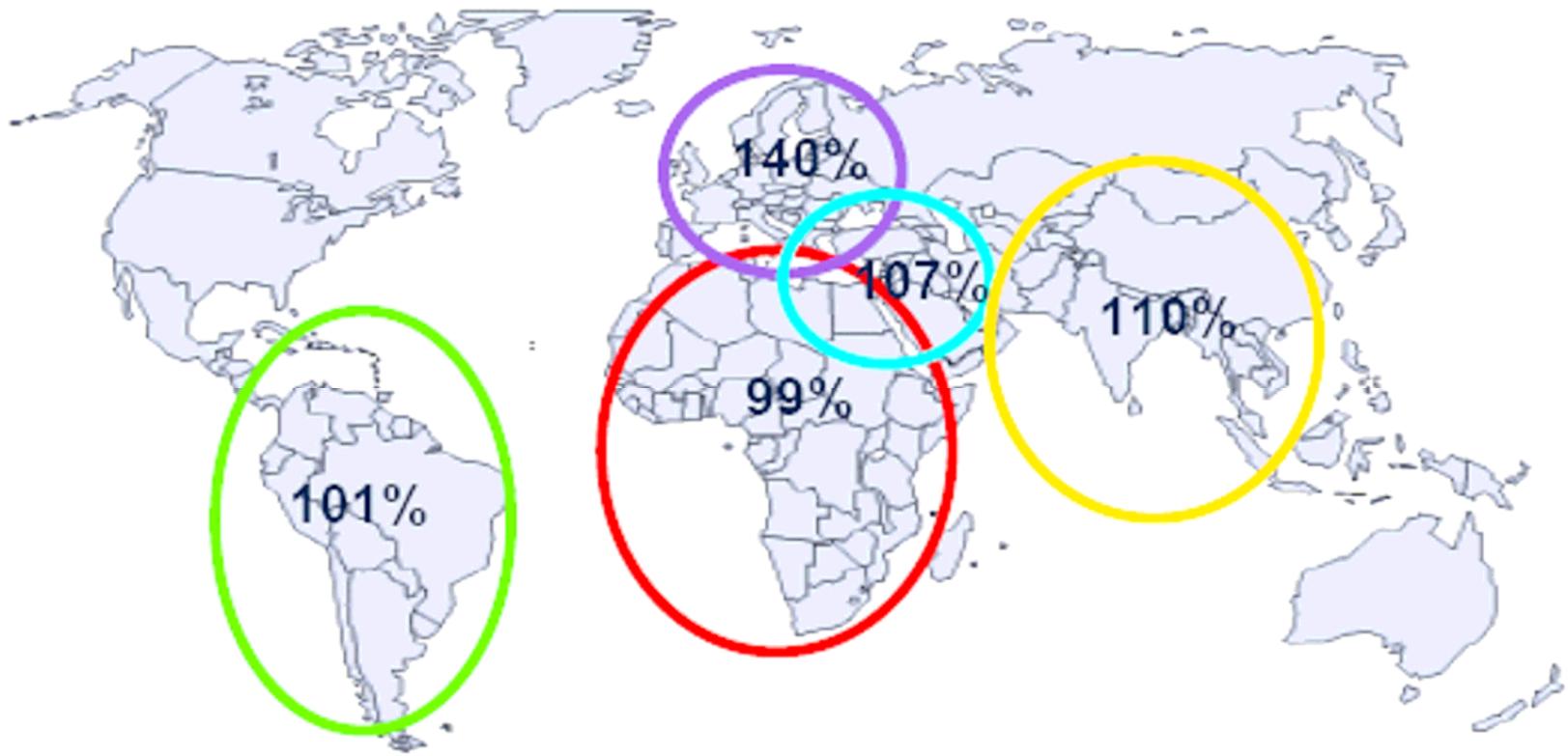


Global (container) port capacity

- Port capacity is reaching critical levels
- Development of new port capacity in countries like China is fast, but in other regions (like USA and Europe) much slower, due to many procedures, inefficient hinterland connections, etc.)
- Example:
 - Port 2000 project in Le Havre: First Phase of 4 berths took 3 years
 - Yangshang Offshore Terminal in Shanghai: Phases 1 and 2 (9 berths) and 32.5 km long bridge took 5 years



Expected Utilization Rates by 2011





Main challenges for ports:

- Globalization – increases transportation and congestion in transshipment facilities (such as seaports and their hinterland)
- Commercialization – transparency of tarification in ports, transparency in port financing, private sector involvement
- Sustainable development – environmental protection and port development should go hand in hand (early integration of environmental issues in port development projects is imperative and a key to success)



Why UNECE is considering ports:

- Mandate was given at the 19th session of the Working Party on Transport Trends and Economics (WP.5) (September 2006),
- issues related to infrastructure and hinterland connections of the sea ports in the UNECE region, their operations, management, status and further development,
- secretariat convened an informal meeting of country experts and relevant international organizations dealing with seaports.



Objective:

- **To offer Governments a Pan-European platform for consideration of planning, management, organizational and other policy issues relevant for seaports;**
- **To formulate concrete proposals for the future involvement of the Working Party in this domain;**
- **To draft recommendations/best practices on any of the most pressing issue requiring harmonization and concerted Government attention;**
- **Conference on major seaport issues**



Issue Paper:

Seaports – Possible actions for the Working Party

- Significance of ports
- Elements for consideration:
 - Maritime ports and their land interface
 - Organization and management
 - Ownership and financing
 - Operations and services
 - Pricing
 - Reform – deregulation, commercialization and privatization
- Work in other international fora
- Potential role of the WP.5



(potential) Role of the Working Party:

- Infrastructure connections, interface to other transport infrastructures
- Organization and management schemes, port administration
- Financing and ownership of ports infrastructures
- Structural changes and reforms, competition
- Economic efficiency of ports
- Quality of port services
- The role of ports in the logistic chain
- Social issues, working conditions, environmental performance



(potential) Role of the Working Party:

- Hinterland management and landside chain – borders of seaports “territory” and what authorities could do to expand their borders;
- Measurement of port efficiency and how to enhance it – study the current seaports efficiencies (operational, human resources and managerial) with a view to improve less efficient ports and make global transport network more productive;
- Transport network optimization – specialization and regionalization of ports in order to find the optimal combinations for improvement in efficiency, transit time, scheduling and reliability in line with logistics objectives.



Conclusions of the informal meeting:

- Initiative welcomed
- The most relevant areas for possible involvement:
 - seaports and infrastructure connections with their hinterland;
 - operations of hinterland connections of seaports;
 - management issues including:
 - infrastructure development, and
 - human resources development



Conclusions of the informal meeting:

Proposed course of action:

- Take stock of the situation in major UNECE ports, establish an inventory of types of available services, handling equipment and capacity, and problematic areas such as connectivity with inland transport modes;
- Develop a statistical base on UNECE seaports with relevant indicators;
- Share experiences and best practices, including through an International Conference, which the Greek Government already kindly offered to host in 2008;
- Working Party should consider establishing an ad hoc group of experts to steer preparation of the Conference and ensure its positive outcome;



Draft Conference Programme

Role of Seaports as a Link Between Inland and Maritime transport 2008, Greece

First day - session I - Seaports - interface between maritime and inland transport

Important aspects of seaports which are relevant for ensuring an efficient link between maritime and inland transport modes; the relevance of seaports in transport infrastructure planning and development of national, regional and global transport systems.

First day – session II - Hinterland connections of seaports – bottlenecks or seamless links with road and rail infrastructure?

Best practices and strategies in tackling bottlenecks in seaports, road and rail infrastructure networks that hinder efficient functioning of the integrated transport infrastructures at the pan-European level.

Second day – session III - Port operations and management - key factor in transport supply chain

Importance of effective functioning and operations of various seaport services and their role in ensuring efficient and smooth transport supply chain operations.

Second day – session IV - Challenges in future developments of seaports in the globalized world

Future challenges to seaports developments and the need for a timely action and closer international collaboration aimed at providing favourable legal and institutional framework to face these challenges.



Decisions of the Working Party

I. To consider the hinterland connections of seaports:

- (a) seaport and infrastructure connections with their hinterland;
- (b) operations of hinterland connections of seaports;
- (c) management issues, including two aspects:
 - (i) infrastructure development, and
 - (ii) human resources development.

II. To undertake the following course of action:

- (a) to share experiences and best practices, including an international conference,
- (b) to develop a statistical base on ECE seaports with relevant indicators; and,
- (c) to take stock of the situation in major ECE ports,

III. To support the establishment of an ad-hoc Group of Experts on seaports as nodal points



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TERMS OF REFERENCE OF
THE GROUP OF EXPERTS ON SEAPORTS

- To define the scope of WP.5 activities and involvement in this area;
- To take stock of the situation in major UNECE ports, establish an inventory of types of available services, handling equipment and capacity, and problem areas such as connectivity with inland transport modes;
- To collect information on all relevant planning, management, organizational and other issues at national and international level important for seaports and their hinterland connections with a view to share and draw on best practices;
- To prepare in a coordinated manner recommendations and/or proposals to the UNECE Governments for consideration by the ITC for improving hinterland connections of seaports in, *inter alia*, following areas: infrastructure (networks, terminals etc.); personnel, and information exchange;



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- The above recommendations and/or amendments to existing legal instruments should be aimed at improving the efficiency in seaports operations and their connectivity with inland transport modes by taking into account of the need for maintaining fluidity and facilitation of international transport at an economically adequate level for transport users;
- It is proposed that the Multidisciplinary Group of Experts on Seaports should be composed of experts on seaports and other transport modes having experience, in particular, with issues related to interconnections between maritime and other transport modes, appointed by the member States of the UNECE as well as representatives of relevant international governmental and non-governmental organizations;



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- The Group of Experts is expected to start its work in February 2008, pending approval by the UNECE Executive Committee and terminate before January 2009 with the submission of a full report of its accomplishments, including the above recommendations. The recommendations will first be considered by the Bureau of the Inland Transport Committee, then by the Committee for subsequent consideration, where relevant, by the relevant subsidiary bodies of the ITC;
- The Group of Experts will act as a steering committee during the preparation for the Conference;
- The Group of Experts will be assisted in its work by the UNECE secretariat.