



UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE



Hinterland Connections of Seaports: An Overview of Issues

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The context

- Dynamic catch-up process (CN, NMS, CIS, SEE): shifts in production, trade & transport patterns
- Seaports compete increasingly on land: connectivity with inland transport key
- Traffic congestion up: new infrastructure & better use of existing infrastructure needed
- Efficient access to seaports: essential for landlocked countries



Objectives

- Evidence-based recommendations
- To improve efficiency & connectivity of seaports
- Additionality
- Cooperation across borders and disciplines



Possible actions

- Develop a database with relevant indicators on ports & hinterland connections
- Share experience and best practices
- International conference
- Research and analyze main obstacles



Congestion

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



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

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



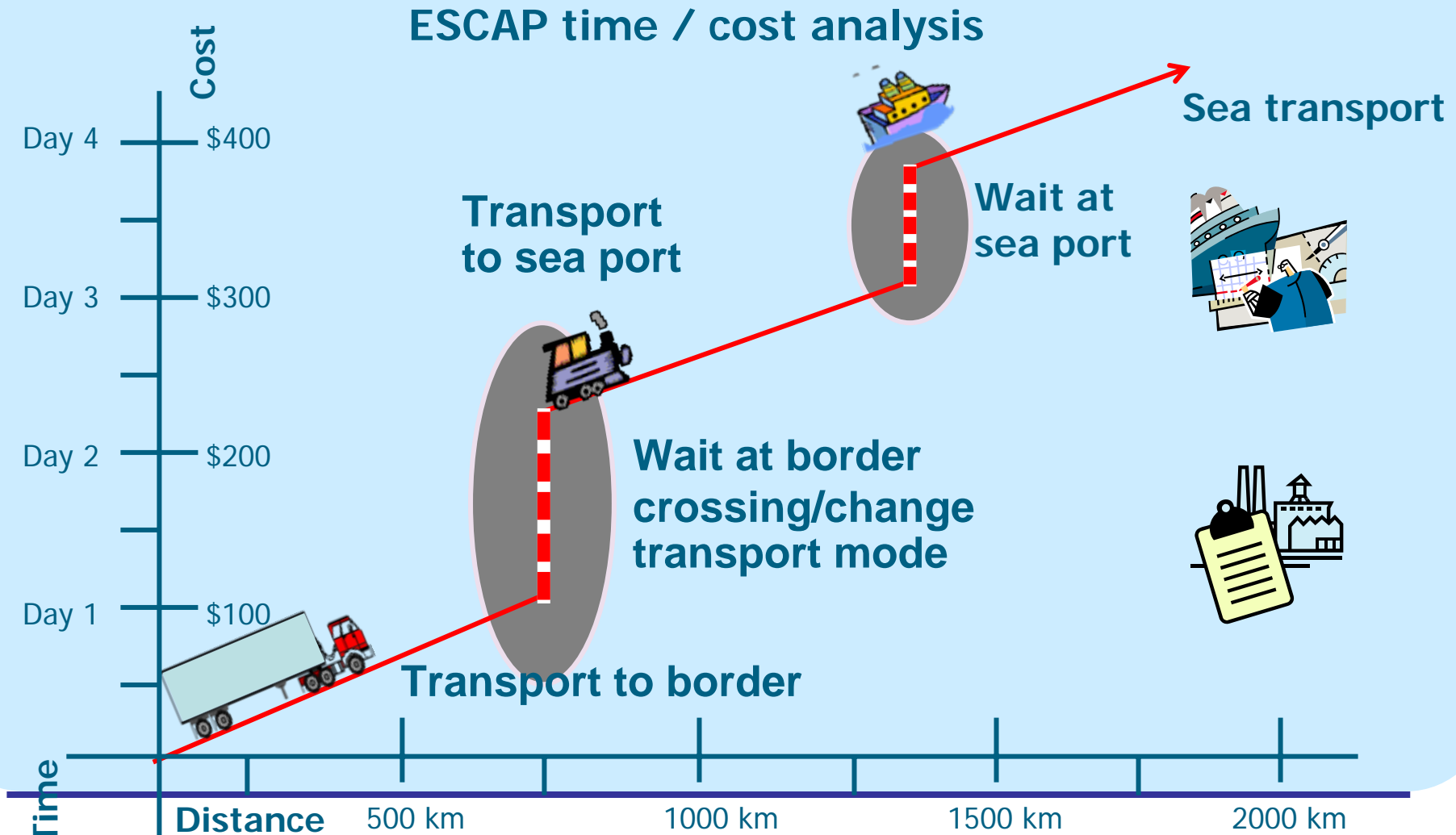




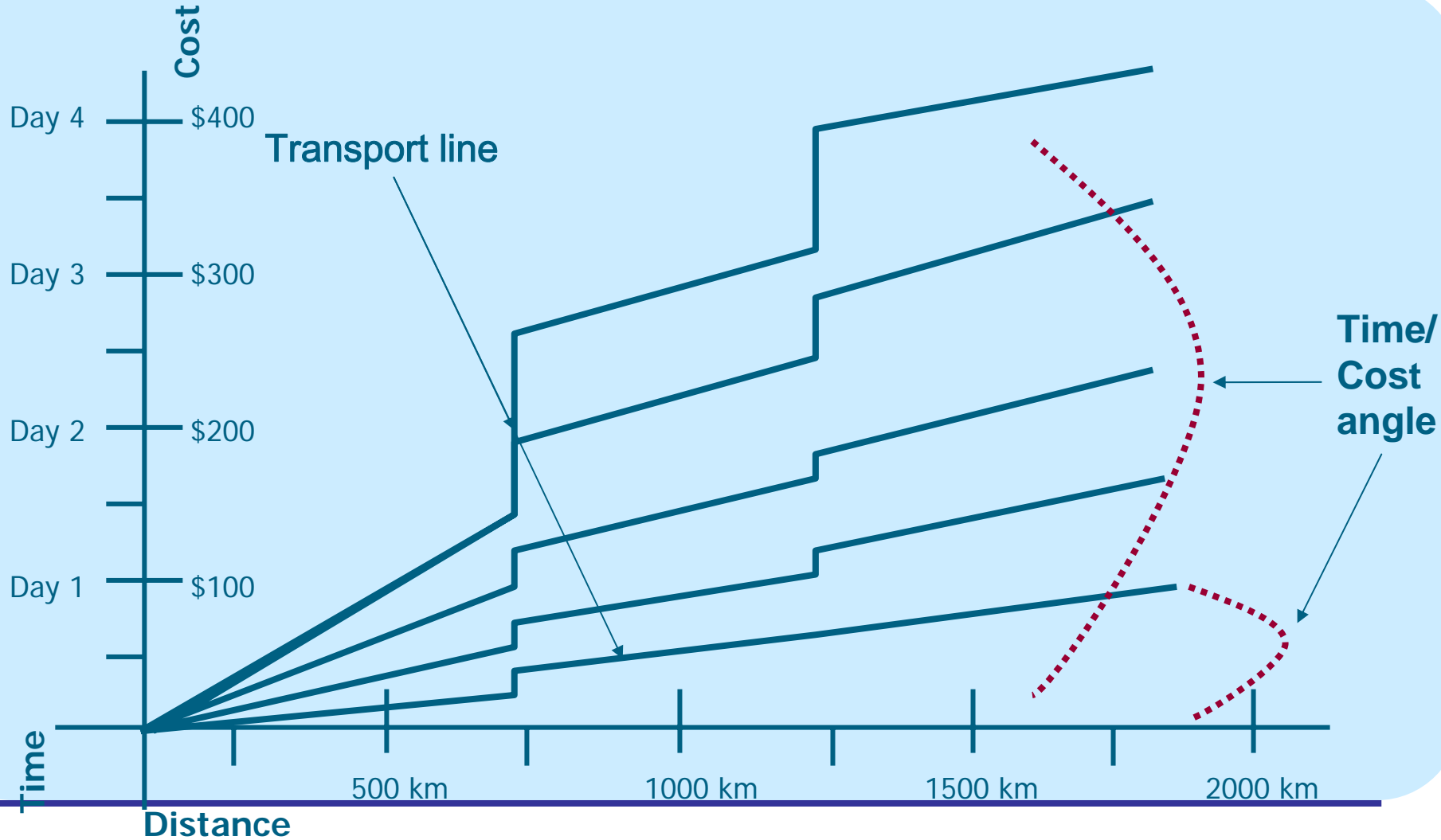
Landlocked countries

- 20 UNECE landlocked countries (AD, AM, AT, AZ, BY, CH, CZ, HU, LI, LU, KZ, KG, MD, MK, RS, SK, SM, TJ, TM, UZ)
- AM, AZ, BY, KZ, KG, MD, TJ, UZ participate in the ECE-ESCAP project on Euro-Asian transport linkages
- Transaction costs of trade very high in some of these countries

Tool to efficiency of transport routes

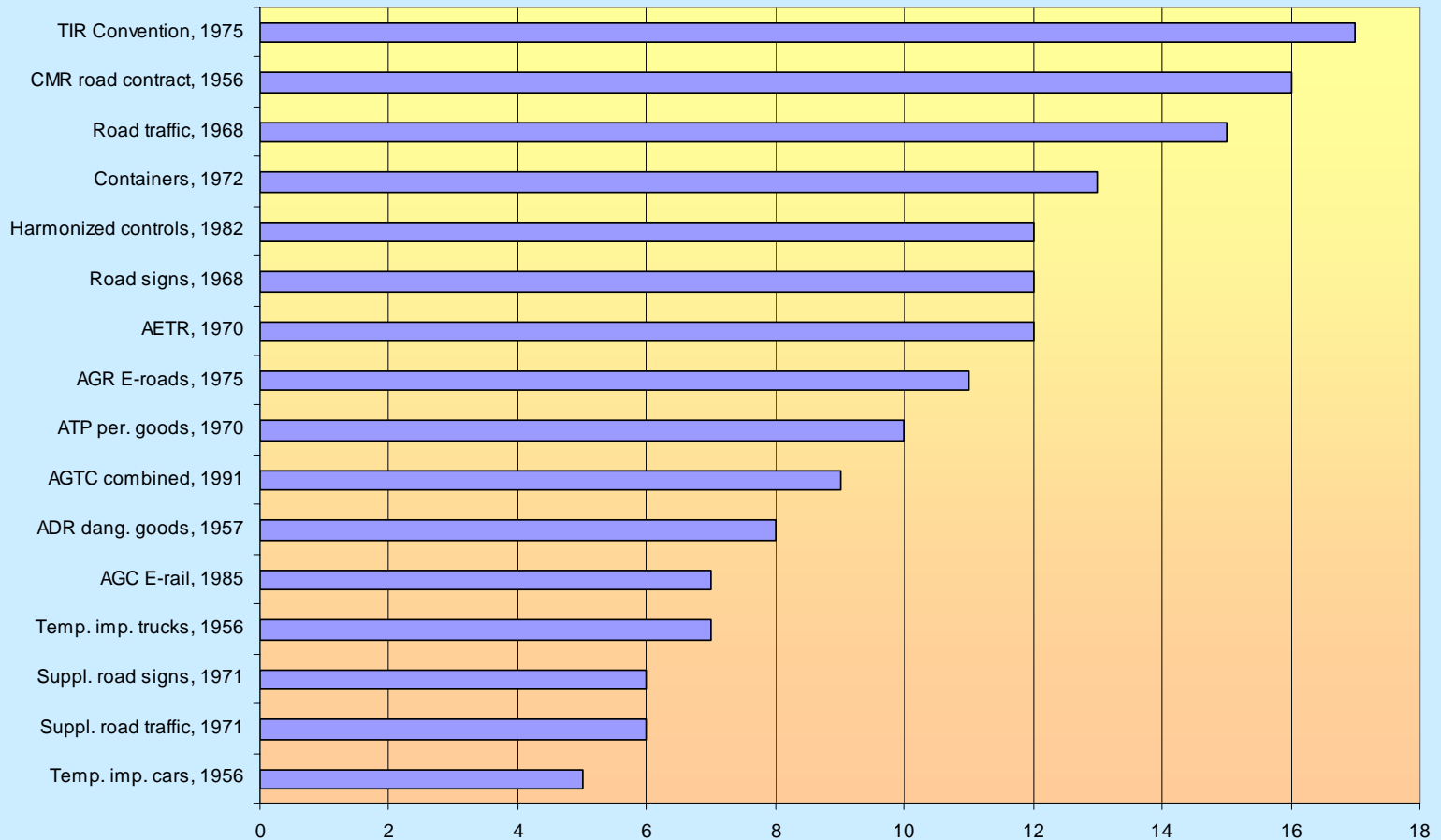


Straightening the line, decreasing the angle



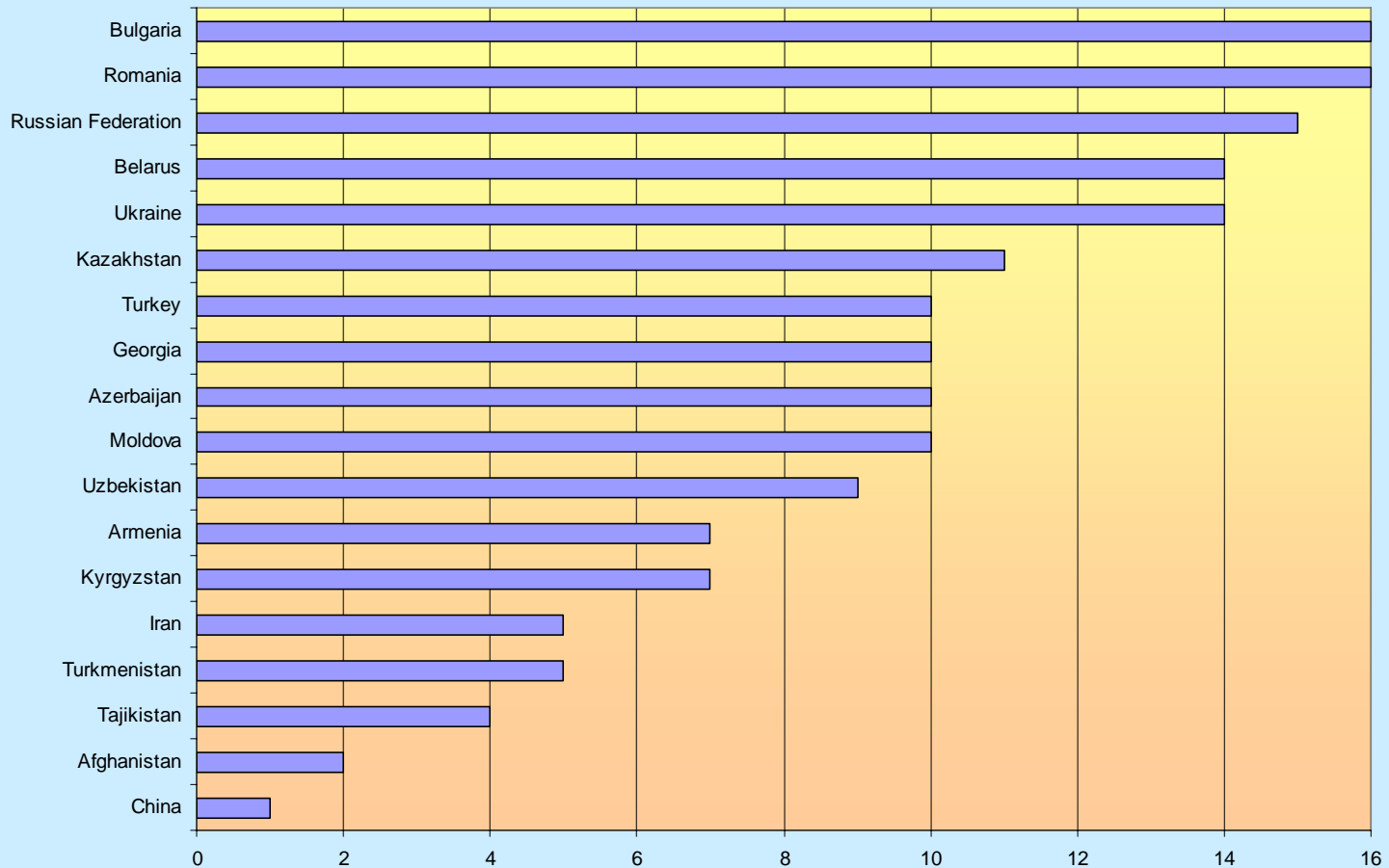


Harmonization by Legal Instrument





Harmonization by country





Sub-regional ports





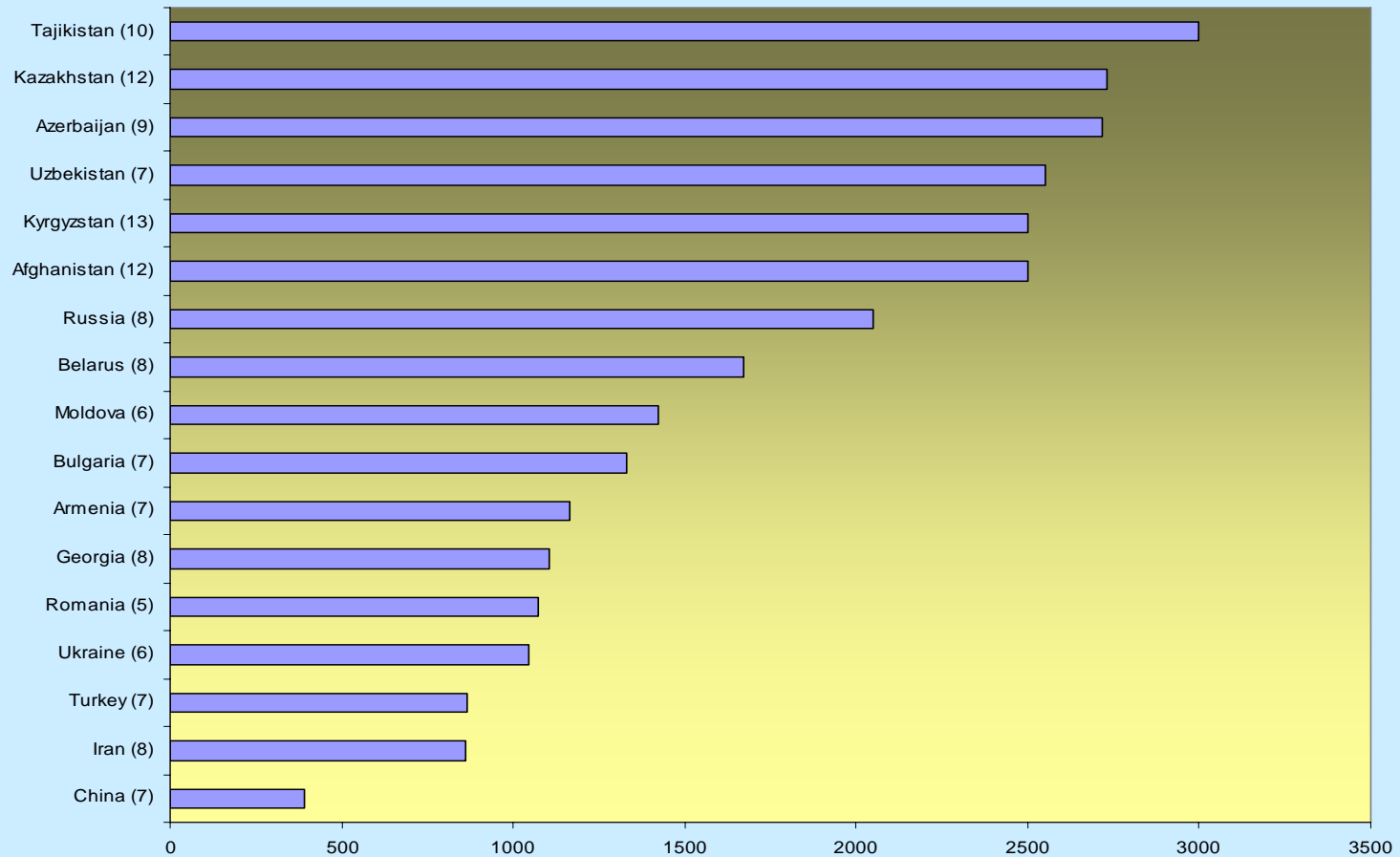
Trading on Time

- The World Bank's 'Doing Business' database provides comparable performance indicators
- Procedural requirements for exporting and importing a standardized cargo of goods
- Number of documents required
- Time necessary to comply with mandatory procedures
- Costs associated with procedures
- www.doingbusiness.org/ExploreTopics/TradingAcrossBorders



Cost of export procedures

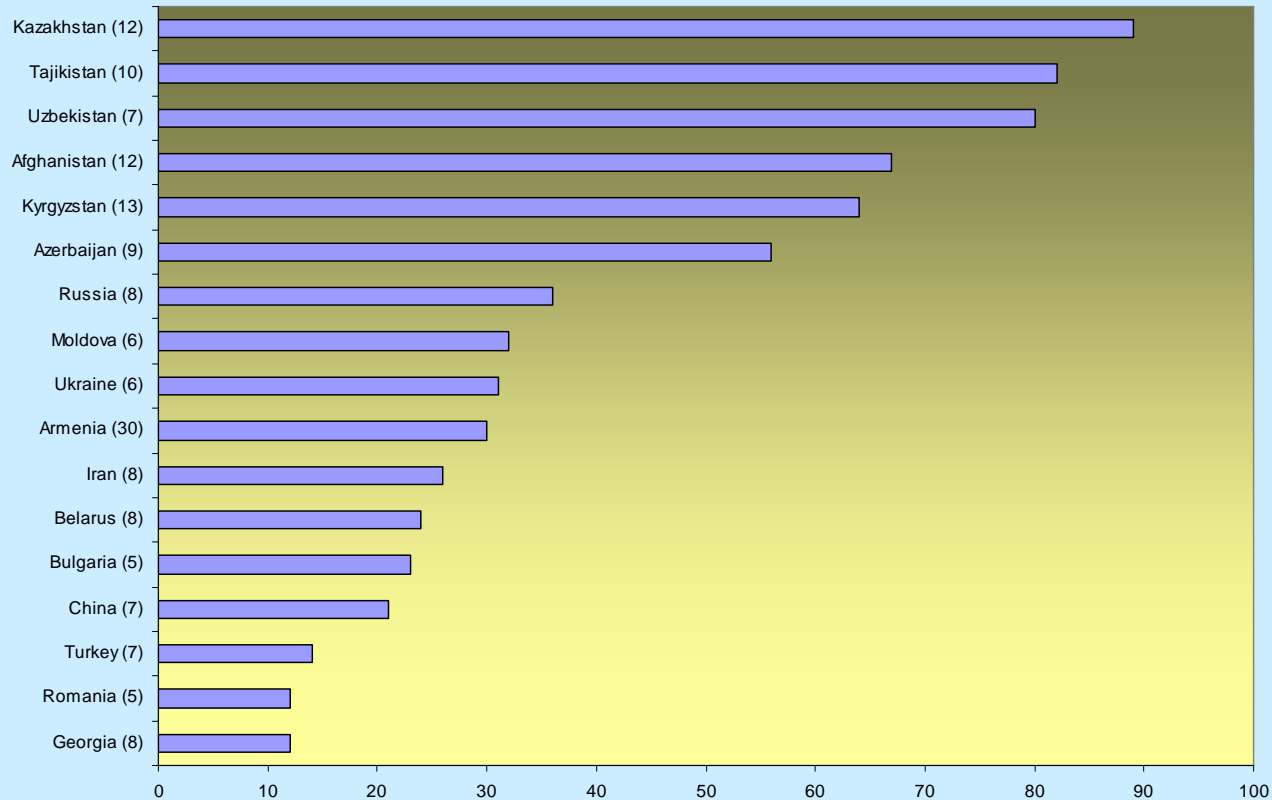
US\$ per container, 2007





Length of export procedures

Days per container, 2007





Structure of export procedures

Export procedures in selected landlocked countries, 2007 (days)

	AUT	AZE	MKD	KAZ
Documents preparation	3	28	7	29
Customs & technical control	1	10	3	23
Ports & terminal handling	2	5	5	11
Inland transport & handling	2	13	4	26
TOTAL	8	56	19	89

Source : www.doingbusiness.org



Structure of export procedures

Export procedures in selected landlocked countries, 2007 (US\$)

	AUT	AZE	MKD	KAZ
Documents preparation	50	90	180	200
Customs & technical control	40	250	50	200
Ports & terminal handling	153	375	400	380
Inland transport & handling	600	2000	500	1950
TOTAL	843	2715	1130	2730

Source : www.doingbusiness.org



Shorter procedures, higher exports

- Research shows that trading on time matters
www.doingbusiness.org/Documents/TradingOnTime_DEC06.pdf
- Length of export procedures ↓ 10% → exports ↑ 4%
- UNECE transport conventions and agreements could help reduce transaction costs
- Through facilitation and infrastructure development
- Joint Statement of Transport Ministers (Geneva, Feb. 2008) indicates political support



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Thank you for your attention!



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