

UNITED NATIONS

Economic and Social Commission for Western Asia



UN-ESCWA

UNESCWA Perspective on Global Challenges to the Future Development of Seaports as Interface with Inland Transport and Emerging Policy Recommendations

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Global Maritime Challenges

- ***Domination of Developed Countries***
 - ***35 Countries control 94% of Total DWT***
 - ***17 of 35 are Developed Countries: control 63% of DWT***
 - ***2 out of 35 are Arab Countries: control 2% of DWT***
- ***Domination of Major Carriers***
 - ***20 Major Carriers control 60% of DWT***
 - ***25 Major Carriers control 60% of TEUs***
- ***Major Liners Conferences and Consortia***
- ***Major Liners operation and management of Ports***
- ***Port State Control***
- ***Open registration of ships***
- ***Cargo space allocation***
- ***Subsidies***
- ***Security controls***
- ***Transfer of Labor***

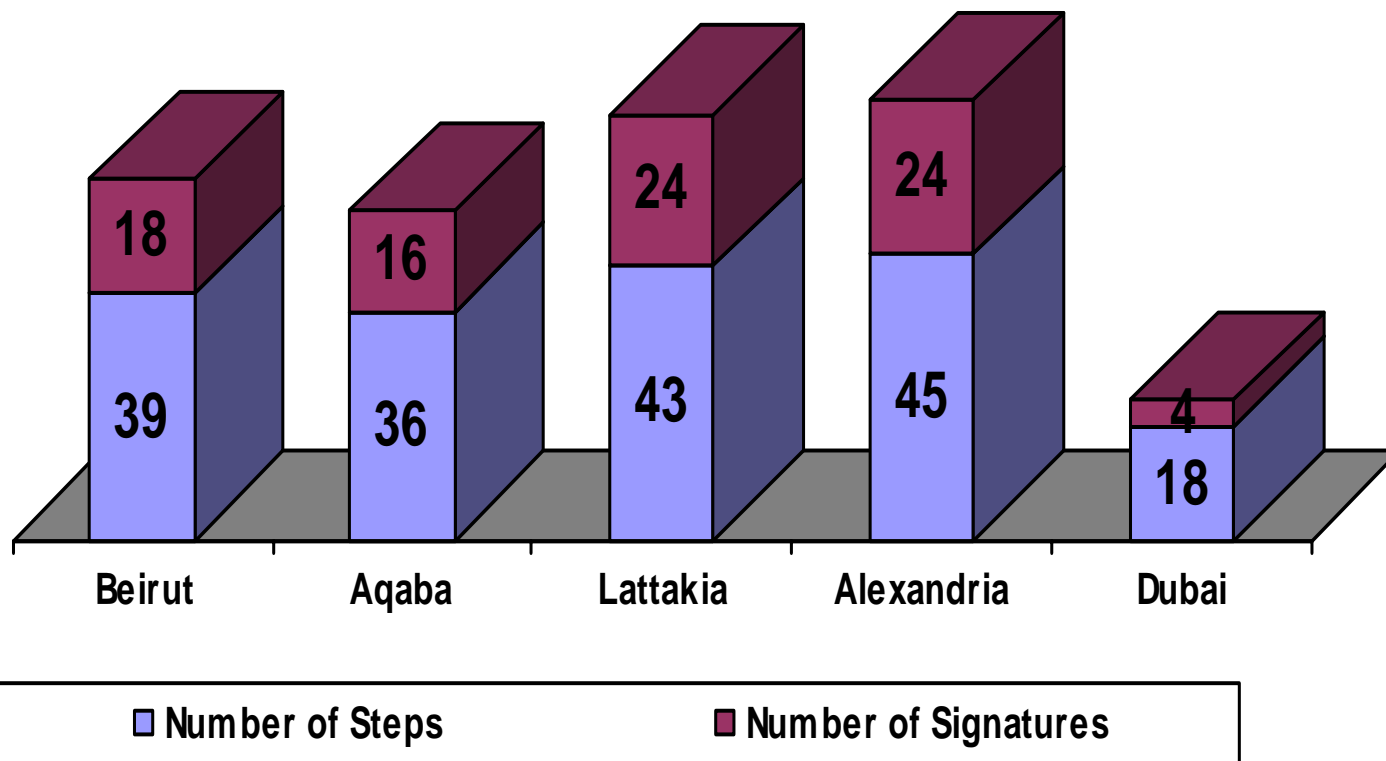
Major Maritime and Inland Transport Challenges in the ESCWA Region

- **Infrastructure**
 - Limited Railways Network (60% non-existing; narrow gauge)
 - Lack of Road maintenance and harmonization
- **Operations and procedures**
 - Intraregional trade is approximately 10%
 - Border crossing formalities are cumbersome and time consuming
 - Imports take on average 40 steps and 20 signatures
 - Inefficient seaport operations and procedures
- **Legislative and Institutional frameworks**
 - No multimodal transport laws and operators
 - Inactive public-private mechanisms for transport and trade facilitation
 - No harmonized institutional and legislative frameworks

Import Procedures (Steps and Signatures)

Ports Steps	Beirut Lebano n	Aqaba Jordan	Lattakia Syria	Alexandria Egypt	Dubai Emirates
Agent&Customs	7	5	8	7	2
Agent& Others	7	6	6	8	3
Customs	10	10	13	13	4
Port	5	6	7	6	3
Shipping agent	5	5	5	5	2
Control authority	2	1	2	3	1
Carrier	3	3	2	3	3
Total Steps	39	36	43	45	18
Total Signatures	18	16	24	24	4

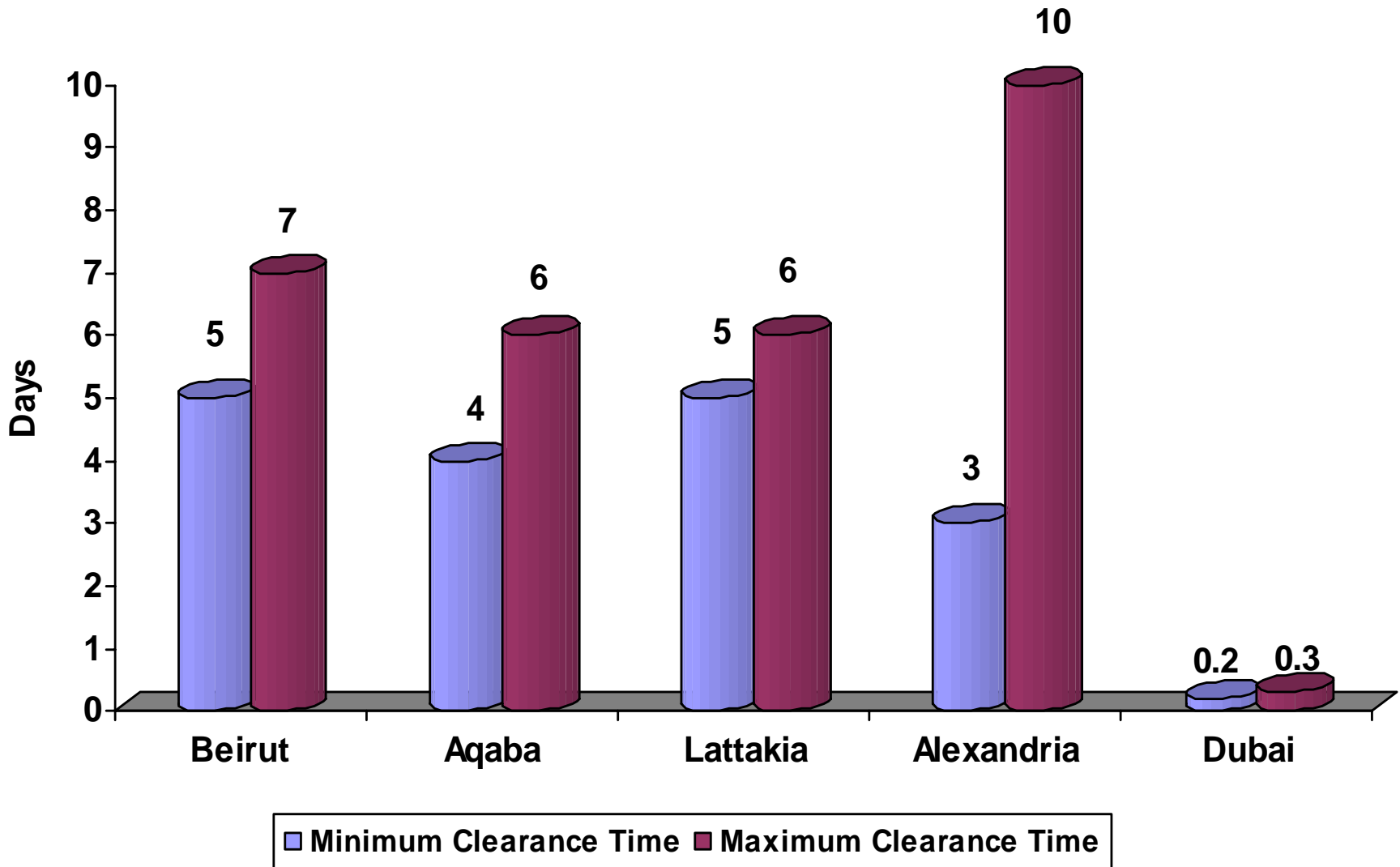
Import Procedures



Imports Procedures (Clearance Time)

Port Country	Beirut Lebanon	Aqaba Jordan	Lattakia Syria	Alexandria Egypt	Dubai Emirates
Clearance Time	5-7 days red line	4-6 days red line	5-6 days	3-10 days	4-6 hours

Goods Clearance Time



Cargo Control Systems

Port Country	Beirut Lebanon	Aqaba Jordan	Lattakia Syria	Alexandria Egypt	Dubai Emirates
Manifest	Manual/ Electronic	Manual / Electronic	Manual	Manual	Electronic
Container handling	Traditional	Traditional	Traditional	Traditional	High Tech
Dealings between Port and Customs	Manual	Manual	Manual	Manual	Electronic
Tariff System	HS	HS	Invoice and Customs Price list	HS	HS

ESCWA Strategy

- *Development of a regional integrated transport system (ITSAM)*
- *Improvements of infrastructures*
- *Improvements of trade flow operations, logistics and procedures throughout the supply chain, including ICT applications*
- *Legal and administrative reforms*





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LEBANON

الأراضي الفلسطينية المحتلة
OCCUPIED PALESTINIAN TERRITORY

الجمهورية المصرية
EGYPT

الأردنية الهاشمية
JORDAN

المملكة العربية السعودية
SAUDI ARABIA

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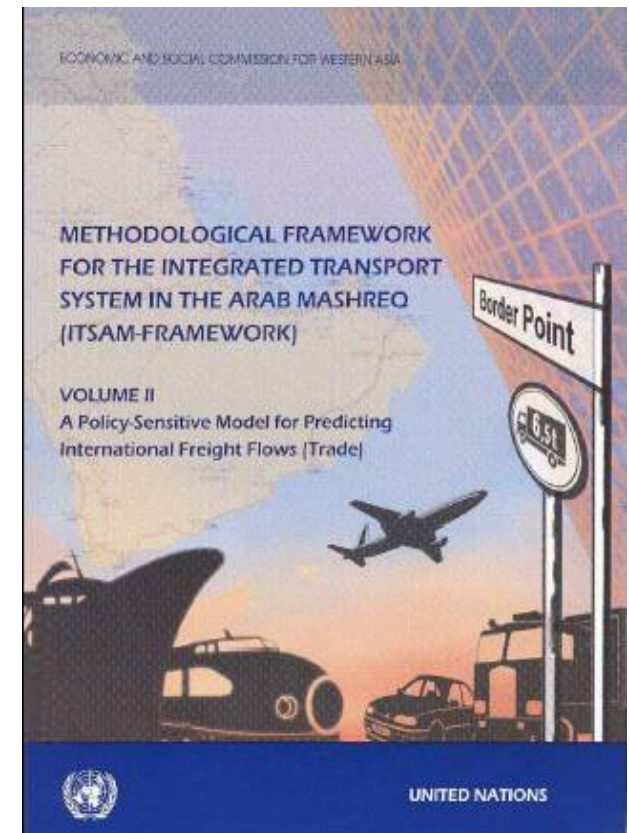
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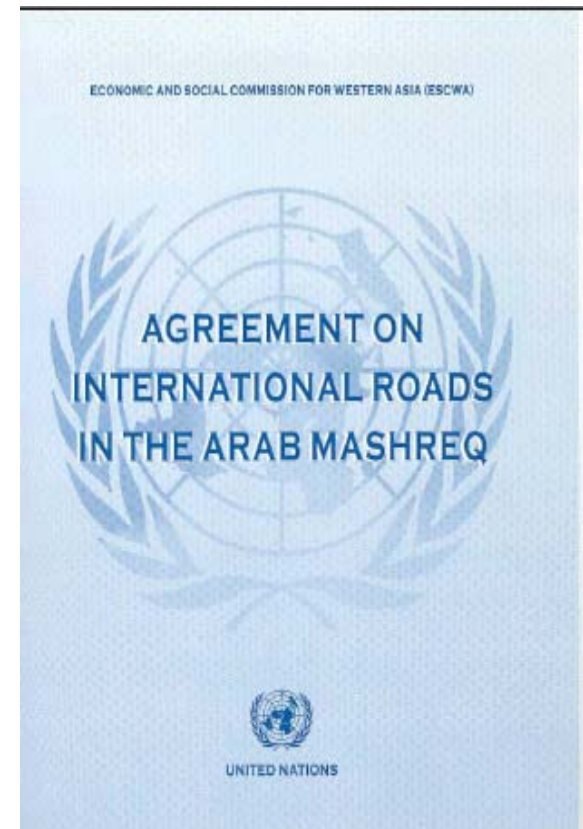
Development of ITSAM: Methodological Framework

- **Major Systems:**
 - **Integrated Transport System**
 - **Technical Control Systems**
 - **Socioeconomic Activity Systems**
- **Major Prediction Models:**
 - **Transport Performance Models**
 - **Transport Demand/Activity Models**
 - **Network Equilibrium Models**
 - **Socioeconomic Impact Models**



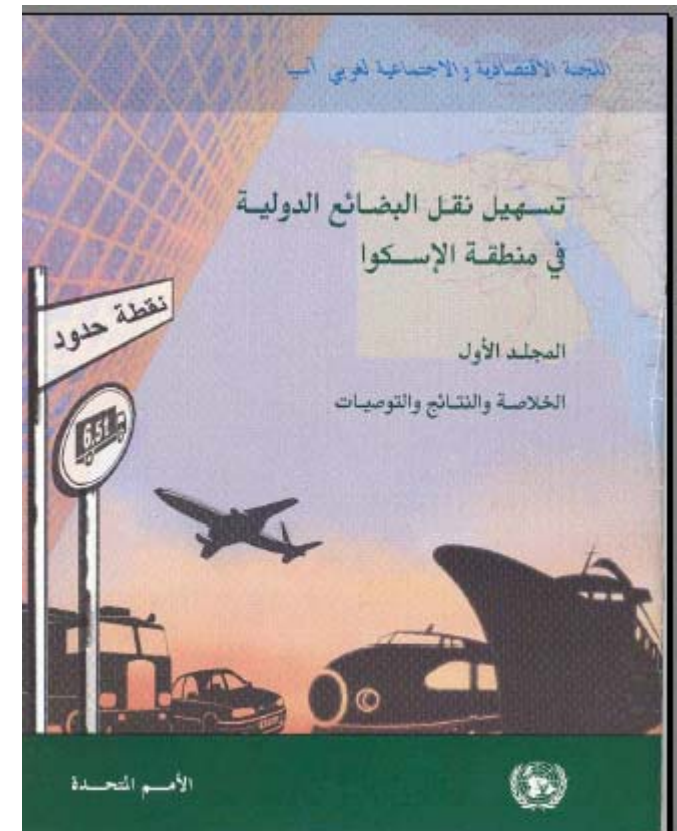
Development of ITSAM: UN Conventions

- **Agreement on International Roads in the Arab Mashreq (2001)**
- **Agreement on International Railways in the Arab Mashreq (2003)**
- **MOU on Maritime Cooperation in the Arab Mashreq (2005)**



Development of ITSAM: Transport and Trade Facilitation (TTF)

- 10 Major TTF Recommendations endorsed by Member States and Arab Regional Transport Unions
- 9 National TTF Committees Established in Member Countries
- Major Challenges:
Simplification and Automation of Procedures



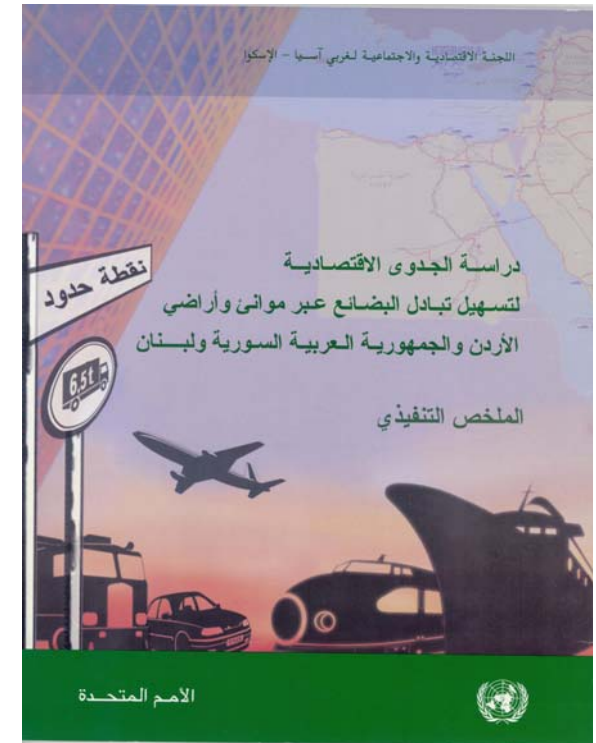
ITSAM: Transport and Trade Facilitation

Recommendations

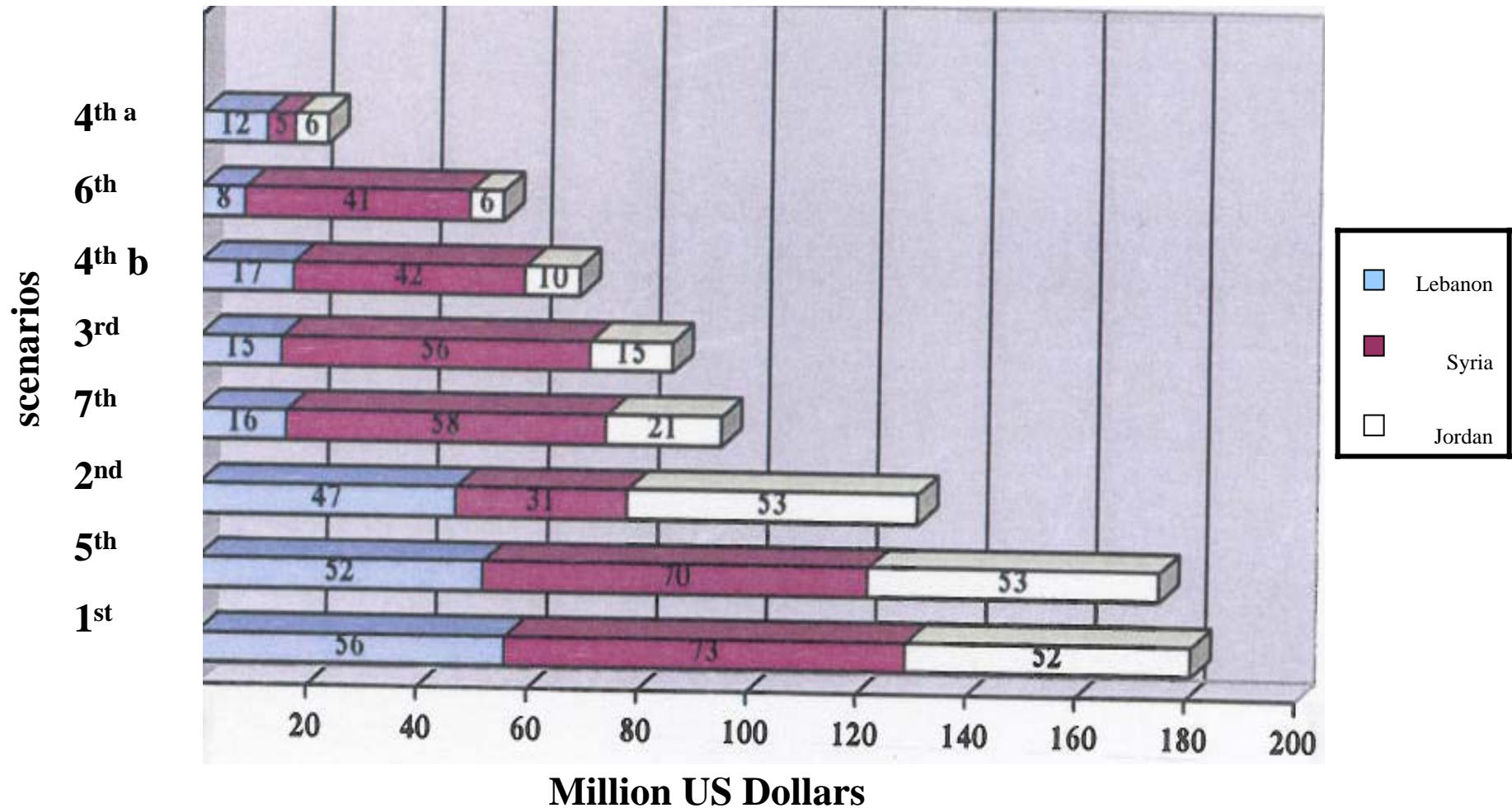
- 1. Simplification of procedures**
- 2. Transparency**
- 3. Integrity of practices**
- 4. Automation and ICT**
- 5. Institutional reform**
- 6. Regulatory reform**
- 7. Valuation and classification of commodities**
- 8. Improved performance at border crossing points**
- 9. Adoption of multimodal transport convention**
- 10. Accession to existing international conventions and formulation of new regional ones as deemed necessary**

Economic Feasibility of Trade Facilitation across Lands and Seaports of Jordan, Syria and Lebanon (2003)

- Considered 7 scenarios of improvements in seaports, customs, border crossing, and land transport procedures
- Expected economic benefits in five years estimated at US \$ 1 Billion



Expected Economic benefits of the 7 suggested scenarios in the 3 countries in 2007



Connecting Africa, Asia and Europe

- **UNDA Project on Developing Interregional Land and Land-Sea Transport Linkages (2002-2007; USD 1.25 M)**
- **Partners: ECA, ECE, ESCAP, ESCWA and ECLAC**
- **Project Coordinator: ESCWA**
- **Major Joint Accomplishment: Identification of Interregional Land and Land-Sea Transport Linkages connecting Africa, Asia and Europe 07**

Interregional Land-Sea Transport Linkages Connecting Africa, Asia and Europe



Policy Recommendations

- 1. Develop and Implement an Integrated Transport System**
- 2. Develop policies that protect developing countries**
- 3. Implement Transport and Trade Facilitation policies along the entire supply chain**
- 4. Reform institutions and regulations**
- 5. Adopt a multimodal transport convention**
- 6. Accede to major existing international conventions and formulate new ones as deemed necessary**
- 7. Develop port communities**
- 8. Develop logistics centers**



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Thank you