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)

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

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

United Nations Economic Commission for Europe - Transport Division
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

ESCAP time / cost analysis

Distance

- Transport to border
- Wait at border crossing/change transport mode
- Transport to sea port
- Wait at sea port

Cost

- Day 4: $400
- Day 3: $300
- Day 2: $200
- Day 1: $100

Time

- 500 km
- 1000 km
- 1500 km
- 2000 km

United Nations Economic Commission for Europe - Transport Division
Straightening the line, decreasing the angle
Harmonization by Legal Instrument

United Nations Economic Commission for Europe - Transport Division
Harmonization by country

United Nations Economic Commission for Europe - Transport Division
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**

- Tajikistan (10)
- Kazakhstan (12)
- Azerbaijan (9)
- Uzbekistan (7)
- Kyrgyzstan (13)
- Afghanistan (12)
- Russia (8)
- Belarus (8)
- Moldova (6)
- Bulgaria (7)
- Armenia (7)
- Georgia (8)
- Romania (5)
- Ukraine (6)
- Turkey (7)
- Iran (8)
- China (7)
## Structure of export procedures

### Export procedures in selected landlocked countries, 2007

<table>
<thead>
<tr>
<th>(days)</th>
<th>AUT</th>
<th>AZE</th>
<th>MKD</th>
<th>KAZ</th>
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<td>Ports &amp; terminal handling</td>
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<td>5</td>
<td>11</td>
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<tr>
<td>Inland transport &amp; handling</td>
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<td>4</td>
<td>26</td>
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<td><strong>TOTAL</strong></td>
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<td>56</td>
<td>19</td>
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*Source: www.doingbusiness.org*
### Export procedures in selected landlocked countries, 2007 (US$)

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<td>2000</td>
<td>500</td>
<td>1950</td>
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<tr>
<td><strong>TOTAL</strong></td>
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<td>2715</td>
<td>1130</td>
<td>2730</td>
</tr>
</tbody>
</table>

Source: www.doingbusiness.org
Shorter procedures, higher exports

• Research shows that trading on time matters
  [www.doingbusiness.org/Documents/TradingOnTime_DEC06.pdf](http://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
Thank you for your attention!

www.unece.org/trans