



GPRA 2015

Global Port Research Alliance

Conference on “Port and Logistics Connectivity”

Keynote Session 1

- ❖ **Date: 21 May 2015**
- ❖ **Time: 9:45am – 11:00am**
- ❖ **Venue: Hotel Icon, PolyU**

This keynote session consists of two important studies related to port and logistics connectivity. To begin, Dr Jan Hoffman (UNCTAD) and Dr Gordon Wilmsmeier (UN-ECLAC) examine the issue of connecting the world through the global liner shipping network. Then, Dr Cordula Rastogi and Dr Jean-François Arvis (World Bank) discuss the World Bank’s Logistics Performance Index (LPI) and examine the role of logistics in connecting countries to markets.

Part 1: Connecting the World through the Global Liner Shipping Network: Trends, Insights and Analysis using UNCTAD’s Bilateral Liner Shipping Connectivity Matrix

Maritime transport networks are characterised by the complexity of the relationships that contribute to their configuration. Understanding what may affect those relationships can assist policy- and decision makers in their efforts to improve the efficiency of maritime transport systems and thus the competitiveness of a country. Since 2004, UNCTAD is systematically gathering and analysing data on countries’ connectivity within the global liner shipping network. Data on vessel deployment, TEU capacities, competition and services allows us to describe trends in the structure of the network, and to discuss possible determinants as well as impacts on trade competitiveness.

Dr Hoffmann and Dr Wilmsmeier look at the long term trends and insights, including new data on bilateral connectivity. While less than 20% of country pairs are connected with direct container shipping services, the UNCTAD Liner Shipping Connectivity Matrix allows analysing countries’ bilateral connectivity by calculating the number of transshipments required to connect them, the number of common connections, as well as combinations of vessel sizes and levels of competition. They further point out the role of Liner Shipping Network Structures and the interdependency of countries in the way they are being served by maritime transport services. The shipping services on a route will always display a structure that fits the least developed obligatory port of call on a route. This is a clear call for policy makers and port authorities to strengthen transnational co-operation in order to improve infrastructure development from a systemic point of view, focusing on the causes that put a region at risk of becoming peripheral and uncompetitive. The presentation closes by exploring the link between maritime transport costs and the decisions and strategies made by liner shipping companies in terms of network structures and competition.

Part 2: The World Bank’s LPI: The Role of Logistics in Connecting Countries to Markets

The Logistics Performance Index is a benchmarking tool developed by the World Bank to help countries identify the challenges and opportunities they face in their performance on trade logistics and what they can do to improve their performance. The LPI is based on a worldwide survey of global freight forwarders

and express carriers, providing feedback on the logistics “friendliness” of the countries in which they operate and those with which they trade.

The LPI measures performance along the logistics supply chain within a country and offers two different perspectives: international and domestic. The International LPI provides qualitative evaluations of a country by its trading partners along the following components:

- Efficiency of clearance processes
- Trade- and transport-related infrastructure
- Ease of arranging competitively priced shipments
- Competence and quality of logistics services
- Ability to track and trace consignments
- Timeliness of delivery

The Domestic LPI provides qualitative and quantitative assessments of a country by logistics professionals working inside it. It includes detailed information on the logistics environment, core logistics processes, institutions, and performance time and cost data. In addition to presenting the findings from the latest LPI, Dr Cordula Rastogi and Dr Jean-François Arvis share recent work by the World Bank that explores the role of logistics in connecting countries to markets.

Session Moderator: Prof. Michael Bell, The University of Sydney

About the Speakers

Dr Jan Hoffmann works with UNCTAD in Geneva since 2003, currently as Chief of the Trade Facilitation Section. Jan is in charge of various technical assistance projects and teaching programmes, the coordination of the Review of Maritime Transport, the LSCI, and the Transport Newsletter. He is on the editorial/advisory boards of MEL, MPM, INCU, and IJSTL, the committee of the Geneva Propeller Club, and treasurer of the Club Photo International. In 2014, Jan was elected president of the International Association of Maritime Economists (IAME). Before joining UNCTAD, Jan spent 6 years with UN-ECLAC in Santiago de Chile, and 2 years with IMO in London and Santiago. Prior to this, Jan worked as assistant professor, import-export agent, consultant and seafarer. His family background is from a tramp shipping company, where he experienced the “flagging out” of a German-owned ship to Antigua and Barbuda. Jan has studied in Germany, United Kingdom and Spain, holding a PhD in Economics from the University of Hamburg.

Dr Gordon Wilmsmeier is working in the Infrastructure Services Unit at the United Nations Economic Commission for Latin America and the Caribbean (UN-ECLAC) since 2011 in the areas of ports, shipping, inland waterways and energy efficiency in transport. Previously he worked five years at Edinburgh Napier University’s Transport Research Institute (TRI) in Edinburgh, Scotland. He has also worked as consultant for UN-ECLAC, UNCTAD, UN-OHRLS, The World Bank, JICA, IDB, CAF, OAS. Gordon is honorary professor for Maritime Geography at the University of Applied Sciences in Bremen and visiting lecturer at Göteborg University, Sweden and Universidad Nacional de San Martín, Argentina and has published over 100 book chapters, journal papers, institutional publications and working papers. He is a member of the International Association of Maritime Economists (IAME), the port performance research network (PPRN), the Sustainability Working Group of the European Freight & Logistics Leaders Forum (F&L), the Transport Working Group of the German Association of Geographers, and Port Economics.

Dr Cordula Rastogi, a Senior Transport Economist, has more than 12 years of work experience in

transportation, logistics and connectivity, including World Bank-supported lending and non-lending transport and trade-logistics projects in a number of countries in East Asia and Pacific, South Asia, Africa and Europe and Central Asia. Her recent work includes transport (road/rail) corridor and connectivity projects in the Central Asia region as well as maritime logistics in Indonesia. She has extensive experience in policy dialogue on transportation and logistics with Bank clients and has led the preparation of various pieces of analytical work, including the recently published book on “The Eurasian Connection: Supply-Chain Efficiency along the Modern Silk Route through Central Asia”. She holds a PhD with focus on infrastructure planning.

Dr Jean-François Arvis, a Senior Economist at the World Bank’s Trade & Competitiveness Global Practice, has been leading the development of advisory work and knowledge products in the area of trade facilitation and logistics, and application of networks science. Together with Professor Lauri Ojala from the University of Turku, he is the founding author of the World Bank’s Logistics Performance Index. Prior to joining the Bank, he worked in senior positions with the French Ministry of Economy and Industry (regulation, trade, finance and development aid). He is a graduate of the Ecole Normale Supérieure in Paris and Ecole Nationale Supérieure des Mines, and holds doctorate degrees in physics.