



A.I.P.P.Y.C
CEDPLA
Centro de Estudios Para el Desarrollo
Portuario Logístico Avanzado

Jueves 16-07-2020 14:00 A 17:30 HS de Argentina

WEBINAR INTERNACIONAL AIPPYC-CEDPLA

"La Sinergia Publica Privada como Motor del Crecimiento"

La facilitación del comercio y del transporte



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https://twitter.com/JanHoffmann_gva

- 
- ▶ Tendencias en el transporte marítimo
 - ▶ Algunos datos e indicadores
 - ▶ Próximo paso: Digitalización



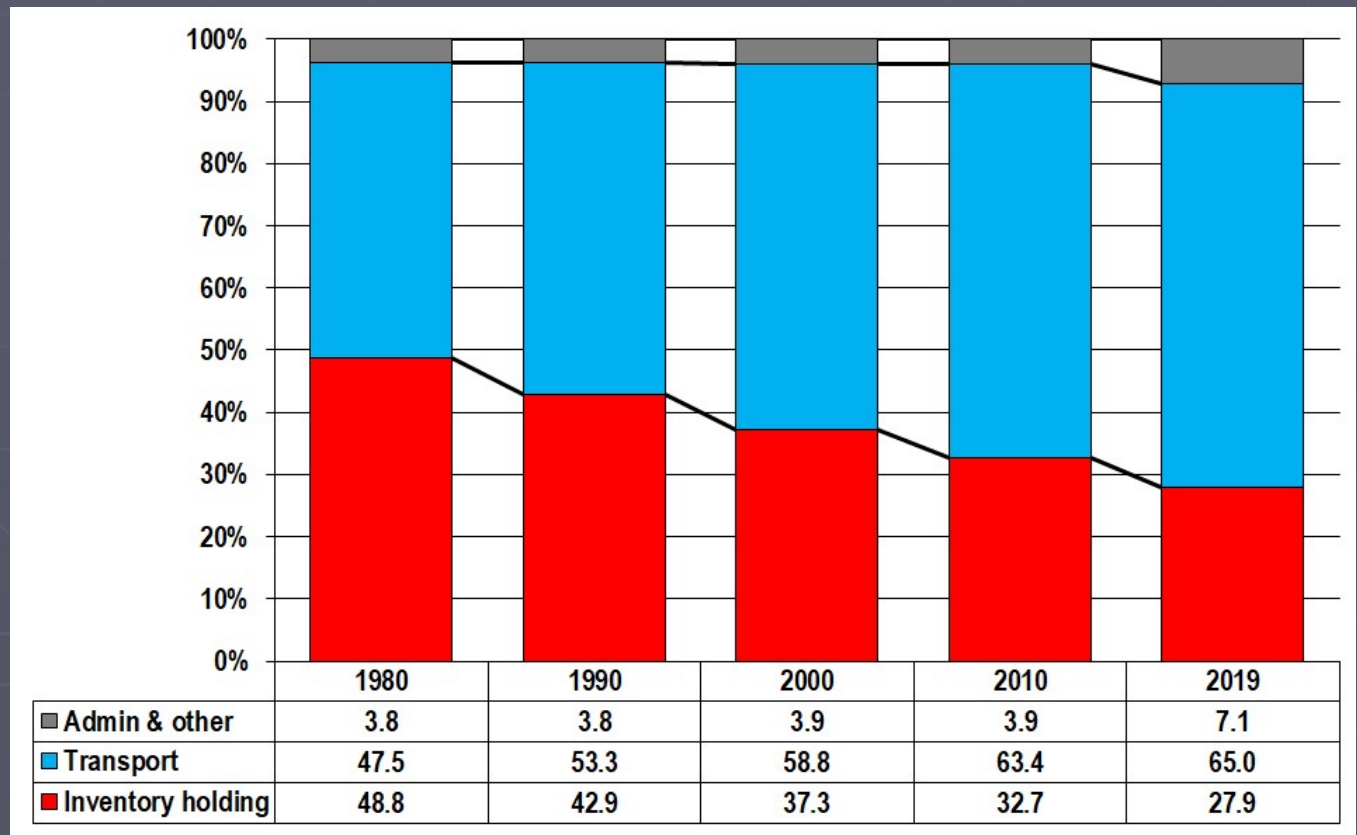
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Changing logistics expenditures

Los gastos de **inventario** disminuyen y los gastos de **transporte** aumentan

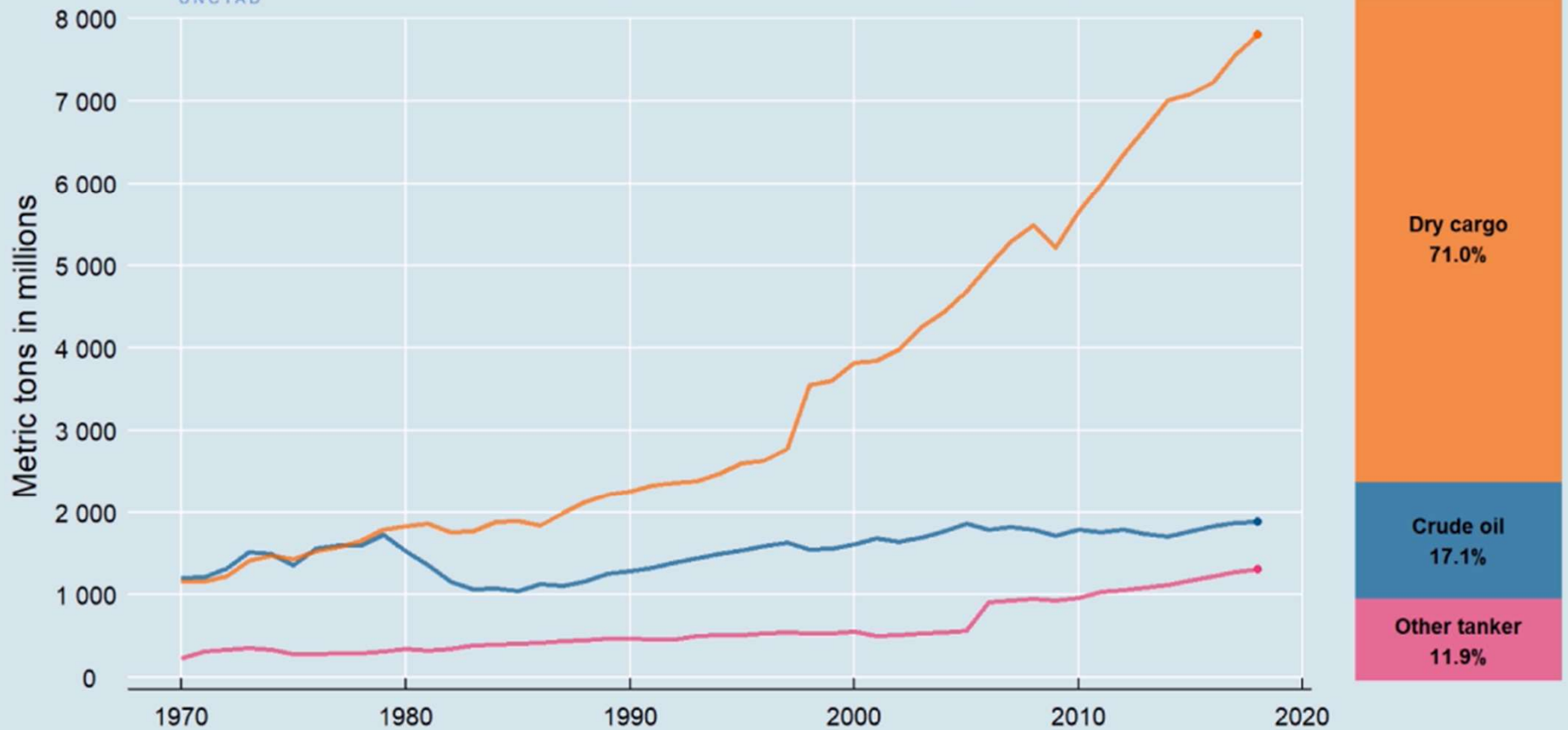


CSCM – State of Logistics Report various issues. Data for United States



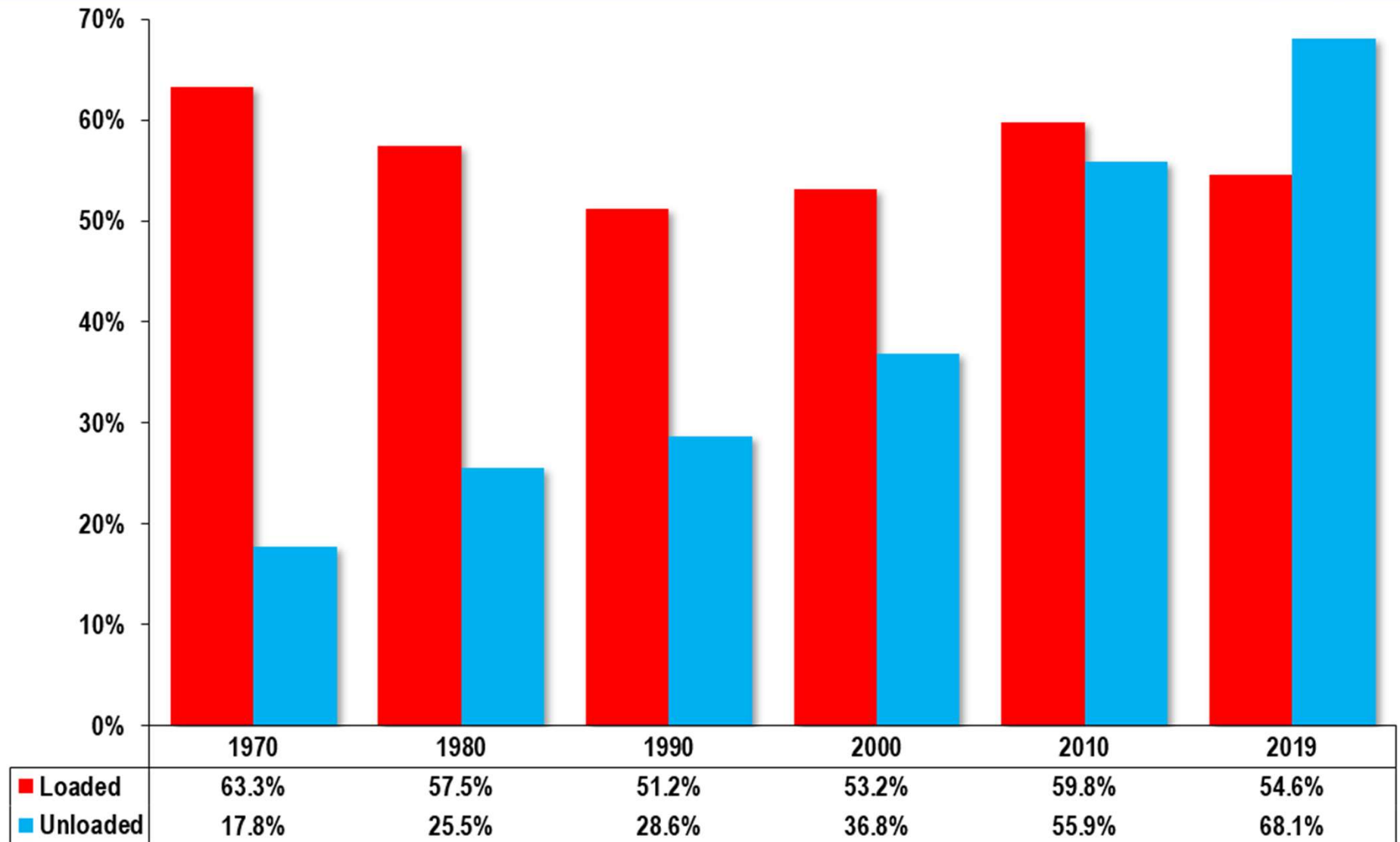
The Evolution of Seaborne Trade, 1970-2018

Goods loaded by cargo type, million metric tons and percentage shares



Source: UNCTAD - <http://stats.unctad.org/maritime>, 2019

La participación de los países en Desarrollo: Carga marítima





ARTICLE 3: ADVANCE RULINGS

1. Each Member shall issue an advance ruling in a reasonable, time bound manner to an applicant that has submitted a written request containing all necessary information. If a Member declines to issue an advance ruling it shall promptly notify the applicant in writing, setting out the relevant facts and the basis for its decision.

2. A Member may decline to issue an advance ruling to an applicant where the question raised in the application:

- a. is already pending in the applicant's case before any governmental agency, appellate tribunal or court; or
- b. has already been decided by any appellate tribunal or court.

3. The advance ruling shall be valid for a reasonable period of time after its issuance unless the law, facts or circumstances supporting the original advance ruling have changed.

4. Where the Member revokes, modifies or invalidates the advance ruling, it shall provide written notice to the applicant setting out the relevant facts and the basis for its decision. Where a Member revokes, modifies or invalidates advance rulings with retroactive effect, it may only do so where the ruling was based on incomplete, incorrect, false or misleading information.

5. An advance ruling issued by a Member shall be binding on that Member in respect of the applicant that sought it. The Member may provide that the advance ruling be binding on the applicant.

6. Each Member shall publish, at a minimum:

- a. the requirements for the application for an advance ruling, including the information to be provided and the format;
- b. the time period by which it will issue an advance ruling; and
- c. the length of time for which the advance ruling is valid.

7. Each Member shall provide, upon written request of an applicant, a review of the advance ruling or the decision to revoke, modify or invalidate the advance ruling.²

8. Each Member shall endeavour to make publicly available any information on advance rulings which it considers to be of significant interest to other interested parties, taking into account the need to protect commercially confidential information.

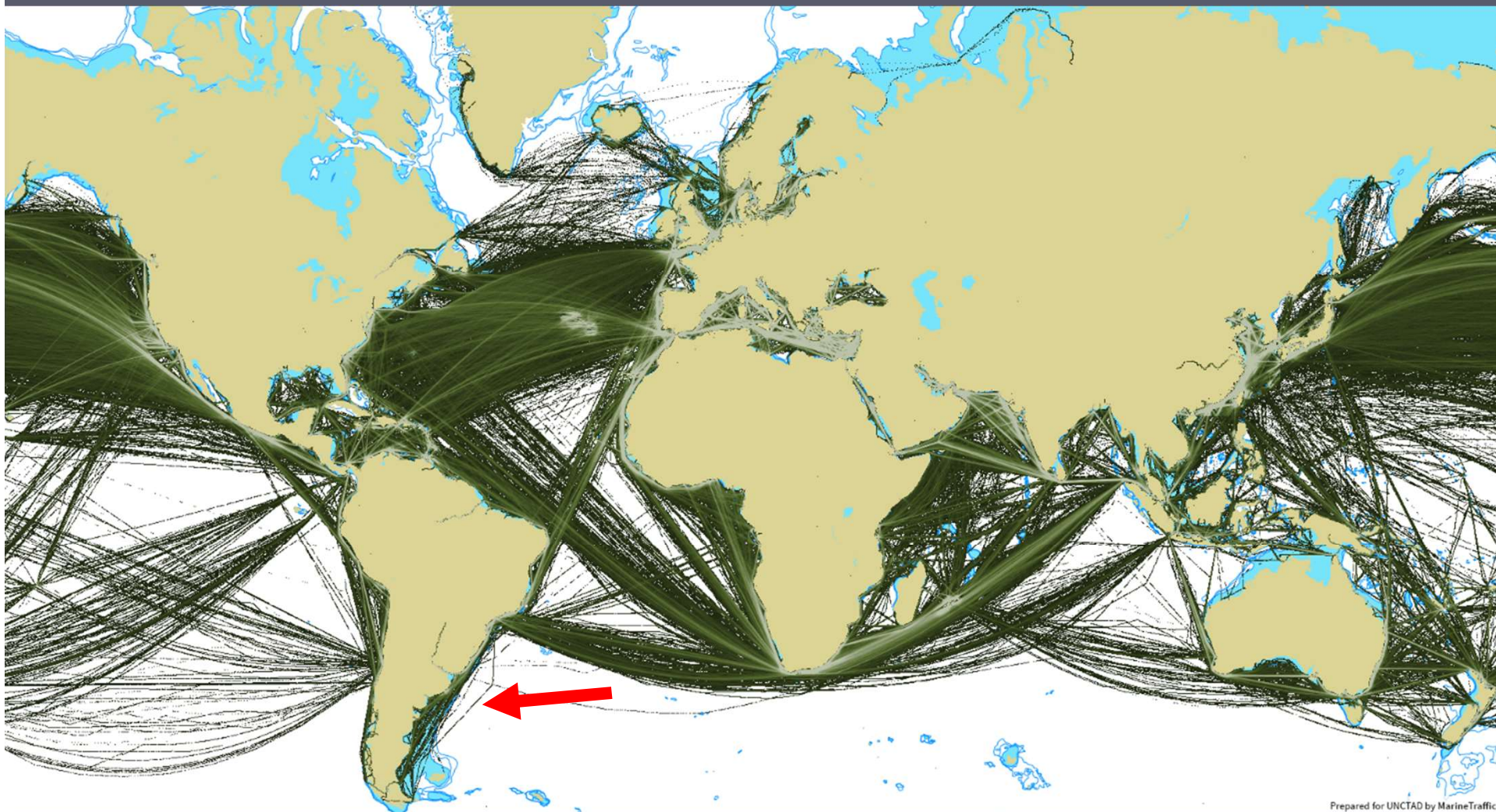
² Under this paragraph: a) a review may, before or after the ruling has been acted upon, be provided by the official, office or authority that issued the ruling, a higher or independent administrative authority, or a judicial authority; and b) a Member is not required to provide the applicant with recourse to Article 4.1.1 of this Agreement.



▶ Tendencias en el transporte marítimo

▶ Algunos datos e indicadores

▶ Próximo paso: Digitalización



Prepared for UNCTAD by MarineTraffic

Source: Prepared for UNCTAD by Marine Traffic.

Note: Data depict container ship movements in 2016.

The LSCI

La UNCTAD elaboró el índice de conectividad marítima para países y puertos, utilizando los siguientes 6 componentes:

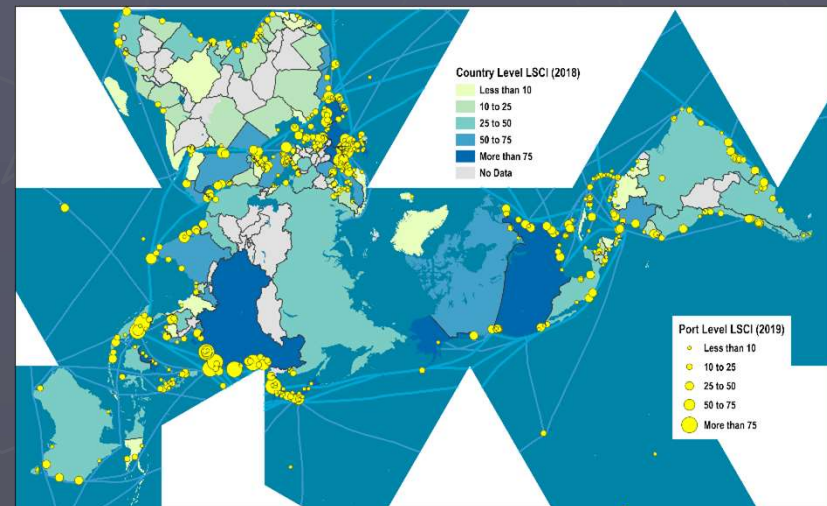
1. Empresas
2. Servicios
3. Conexiones directas
4. Escalas por més
5. Capacidad TEU
6. Tamaño del buque máximo



Revision of methodology in 2019 in collaboration with *MDS Transmodal*
Source for components: *MDS Transmodal* <https://www.portlsci.com/>

The top

- ▶ Shanghai es hoy el puerto mejor conectado del mundo; ha superado a Hong Kong, que fue el número uno en 2006.
- ▶ Ningbo duplicó su LSCI desde 2006.
- ▶ Fuera de China, se registran los LSCIs asiáticos más altos para Singapur y Busan.
- ▶ Fuera de Asia, se registran los LSCIs más altos para Amberes y Rotterdam.



Thank you Mr. Jones

- ▶ Los puertos de los países más pequeños a menudo proporcionan servicios de transbordo a los países vecinos más grandes.
- ▶ Se benefician de las restricciones al cabotaje en los países más grandes vecinos (por ejemplo, Brasil, India, Japón, Estados Unidos).
- ▶ Montevideo ha mejorado significativamente su conectividad



The Panama Cut

- ▶ El Canal ampliado ha dado lugar a cambios en los patrones de servicios.
- ▶ El LSCI de Nueva York/ Nueva Jersey y Savannah en la costa este de América del Norte crecieron en más de 20 por ciento desde 2016, mientras que los principales puertos de la costa oeste de América del Norte han visto su LSCI estancarse.
- ▶ Todavía no hay un puerto pivote en la costa oeste de América del Sur.



Port calls and time spent in ports

Country	Market	Arrivals	Median time at port (days)	Average year of built of vessels	Average vessel size (dwt)	Average vessel size (TEU)	Largest ship (dwt)	Largest ship (TEU)
ALL	ALL	4 362 737	0.97	2001	24 578	3 513	441 585	23 756
ALL	PASSENGER SHIPS	2 378 937	..	1998	..	..	..	..
ALL	WET BULK	526 202	0.93	2005	27 287	..	441 585	..
ALL	CONTAINER SHIPS	474 553	0.69	2006	..	3 513	..	23 756
ALL	DRY BREAKBULK	446 817	1.10	1999	7 498	..	138 743	..
ALL	DRY BULK	277 872	2.01	2004	57 261	..	404 389	..
ALL	RO/RO	190 907	..	2000	10 101	..	55 828	..
ALL	LPG CARRIERS	55 227	1.01	2005	11 625	..	64 220	..
ALL	LNG CARRIERS	12 222	1.11	2009	74 107	..	156 000	..

<https://unctad.org/en/pages/newsdetails.aspx?OriginalVersionID=2162>

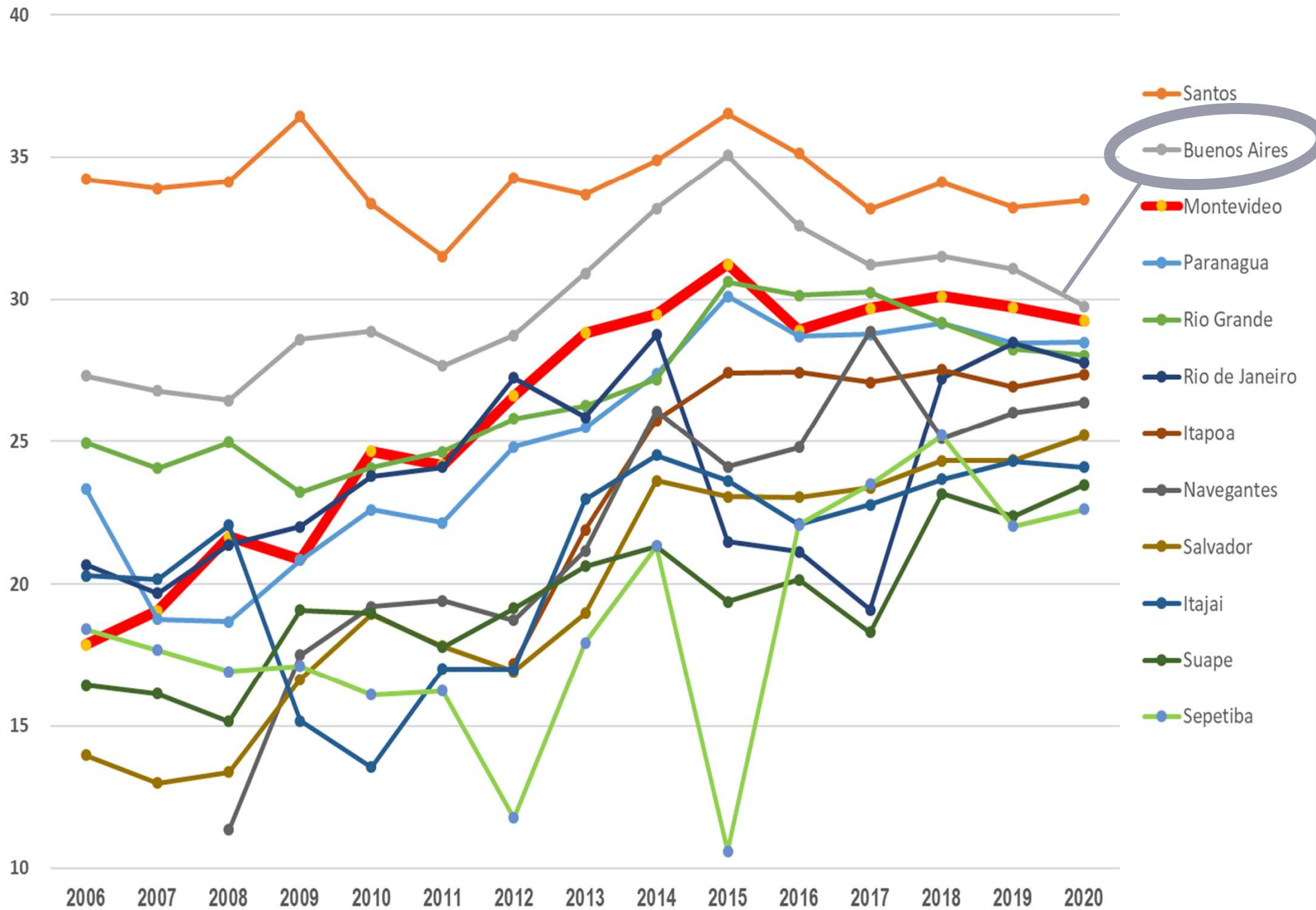
Source: MarineTraffic. Year: 2019. Ships of 1000 GT and above.
Soon available under <http://stats.unctad.org/maritime>

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ARGENTINA	ALL	13 128	1.82	2005	37 963	4 663	180 730	11 923
ARGENTINA	WET BULK	4 043	1.47	2006	24 912	..	159 058	..
ARGENTINA	DRY BULK	3 727	2.95	2010	58 003	..	180 730	..
ARGENTINA	PASSENGER SHIPS	3 193	..	1998	..	..	..	..
ARGENTINA	CONTAINER SHIPS	1 038	1.31	2009	..	4 663	..	11 923
ARGENTINA	DRY BREAKBULK	808	1.25	1996	15 715	..	83 500	..
ARGENTINA	RO/RO	199	..	2004	16 663	..	28 126	..
ARGENTINA	LPG CARRIERS	85	2.06	2010	22 388	..	54 368	..
ARGENTINA	LNG CARRIERS	35	1.37	2008	82 743	..	94 494	..

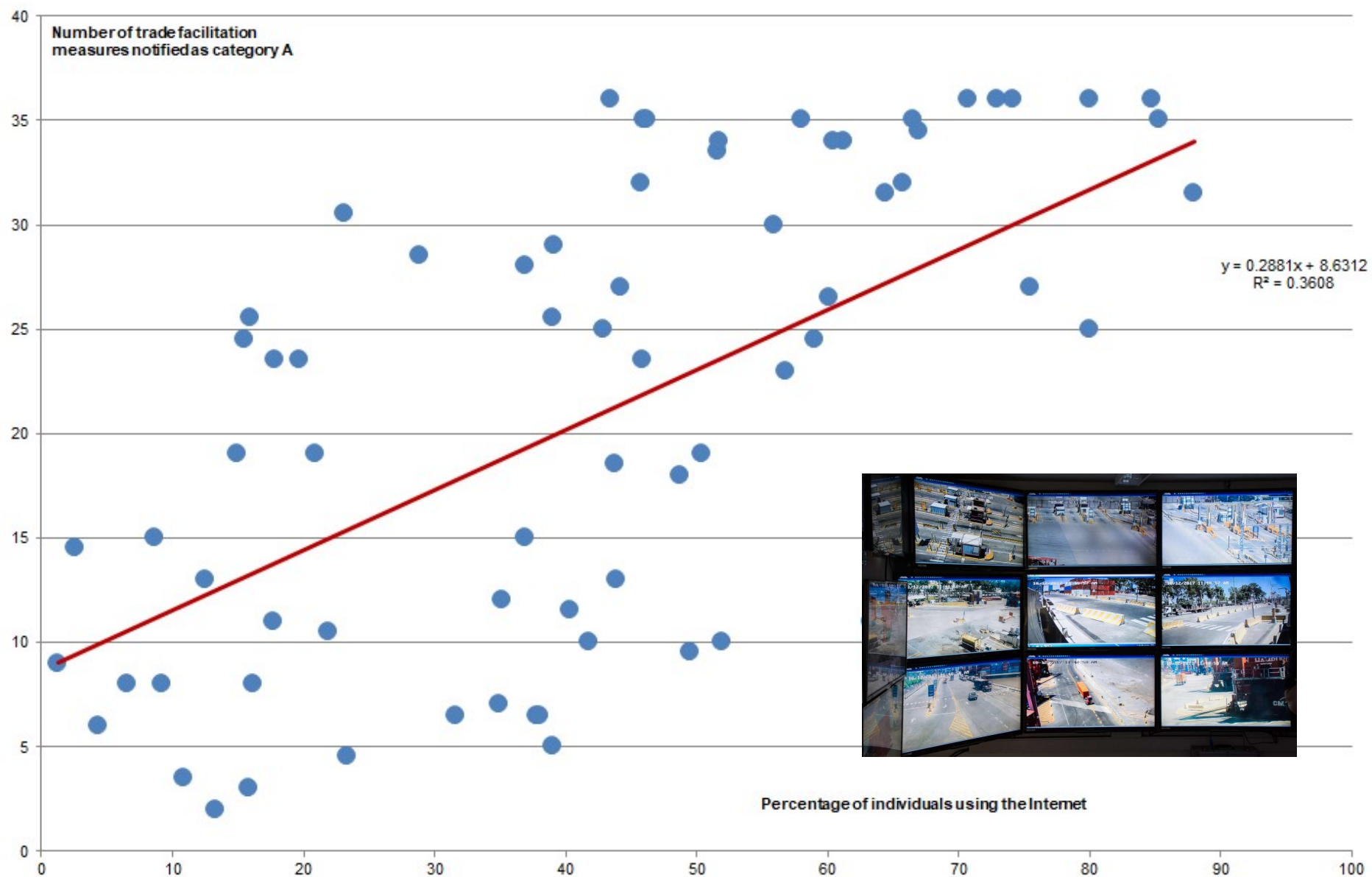
Source: MarineTraffic. Year: 2019. Ships of 1000 GT and above.
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Port LSCI - top 12 East Coast South America

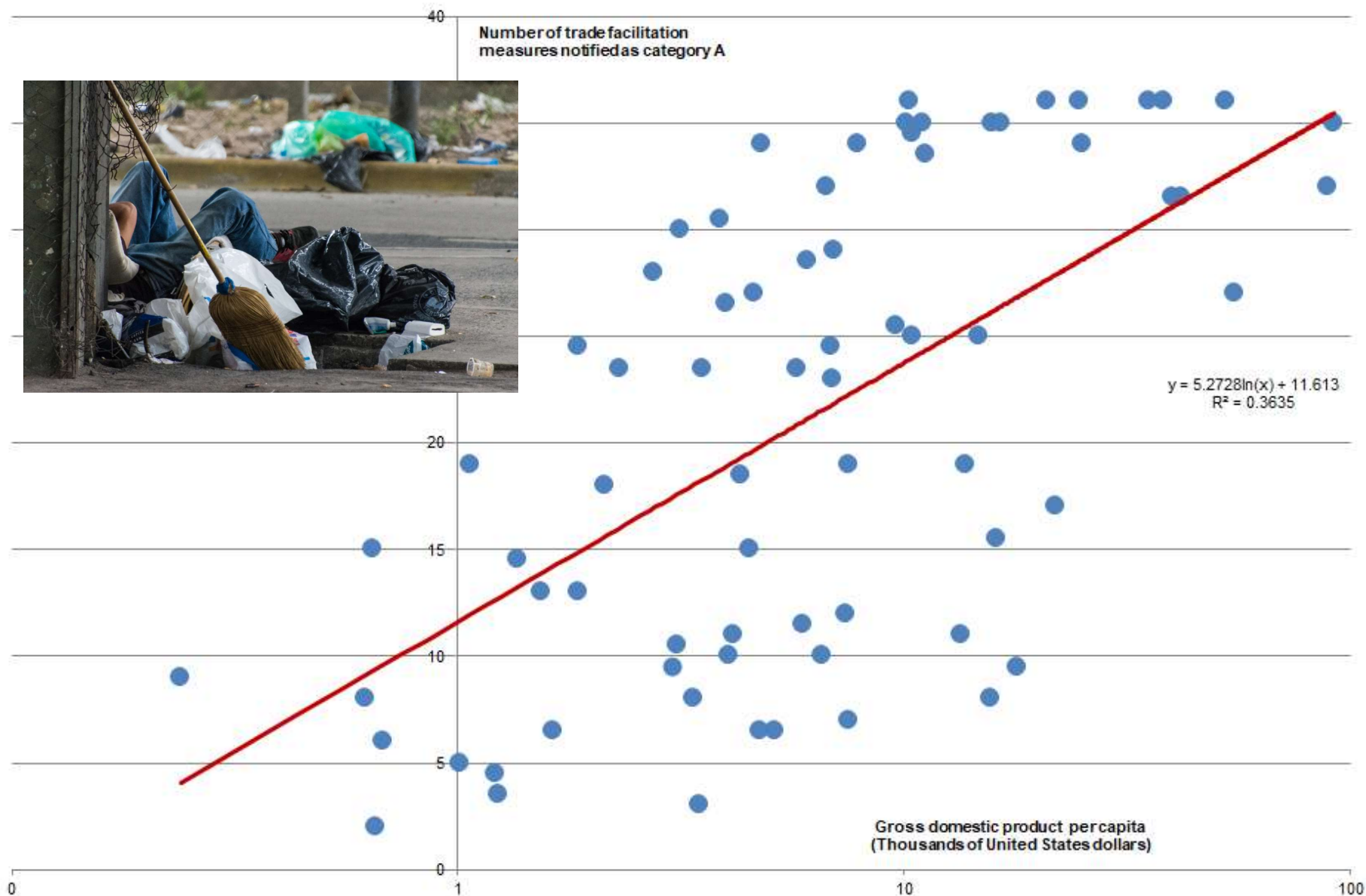


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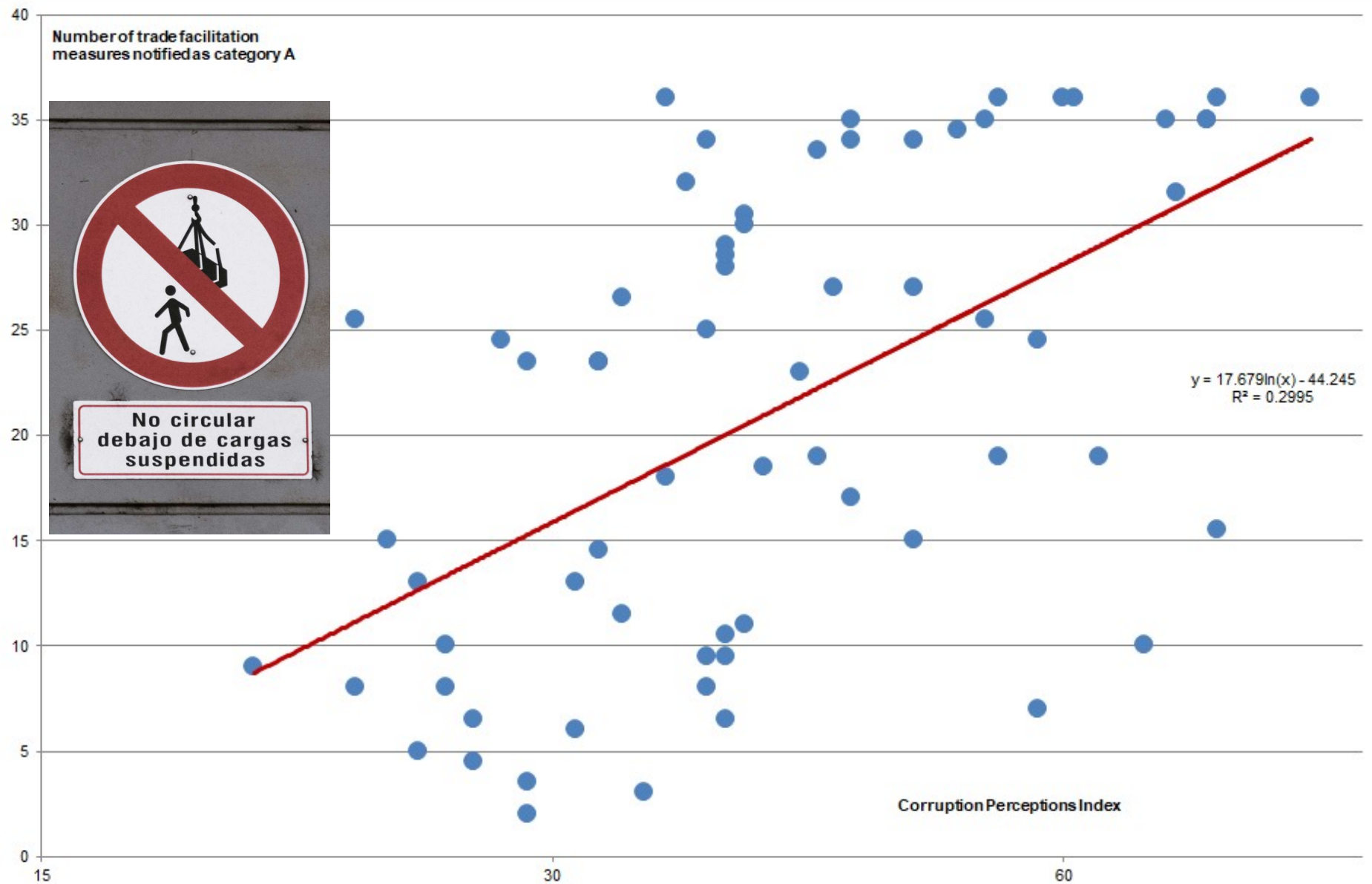
Facilitación e internet



Facilitación y Desarrollo



Facilitación y Corrupción



Three stages of digitalization

► 1. Optimization

Maximizing efficiency and reliability in existing processes

► 2. Extension

Moving beyond efficiency to capture new sources of value

► 3. Transformation

Reinventing logistics, trade and business models, based on data-driven revenue streams

Source and further reading:

<https://t.co/vbHAdYaSWf>



1. Optimization

Example: Port call optimization

“Port Call Optimization is about optimizing speed, draught and port stay, leading to lower costs, cleaner environment, more reliability and safety for Shipping, Terminals and Ports”.



<https://portcalloptimization.org/>



2. Extension

“Action opportunities”



Further reading: <http://globalmaritimeforum.org>

3. Transformation

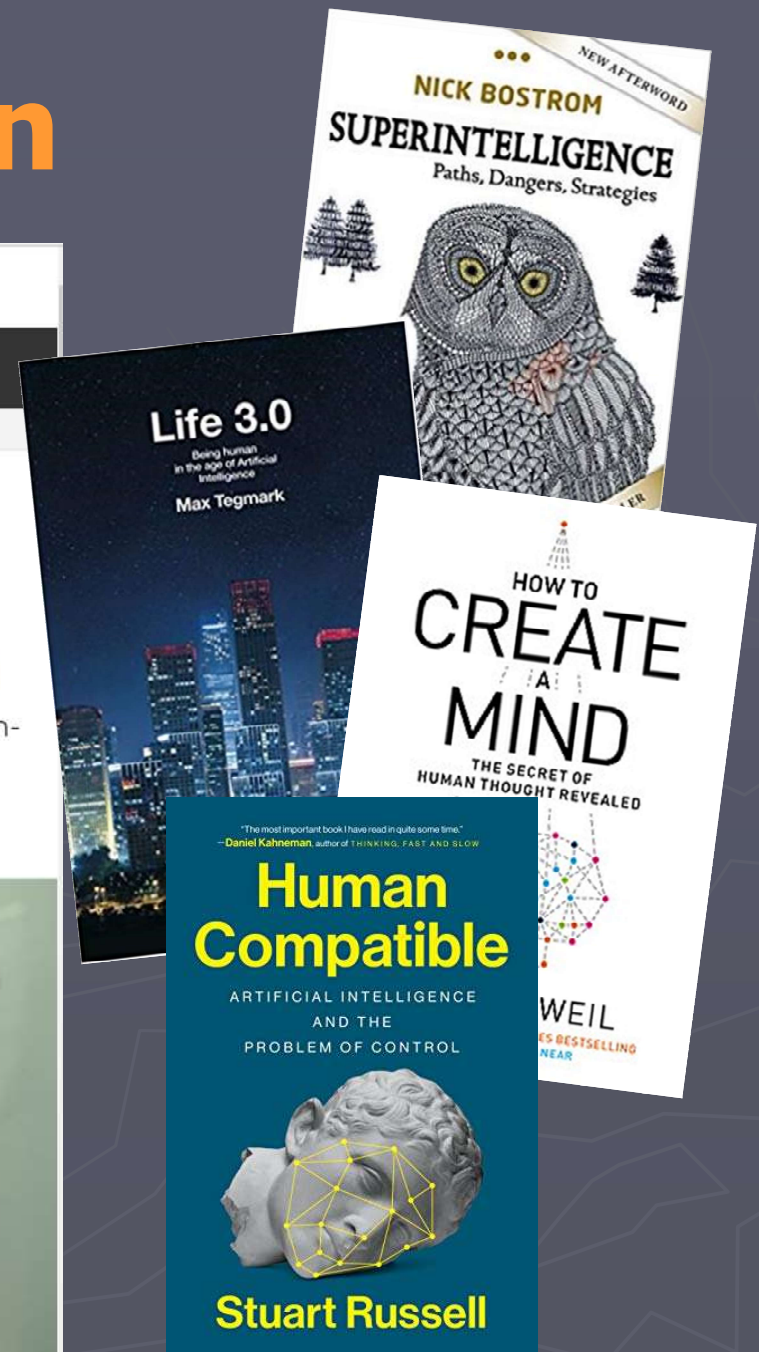
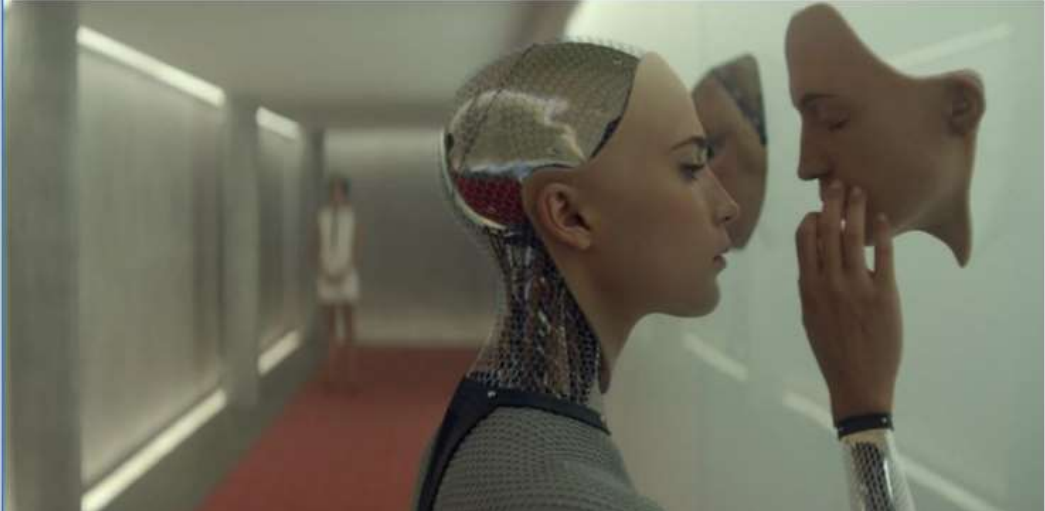
big think
Smarter Faster™

DISCOVER VIDEO BIG THINK FOR BUSINESS

Human-like A.I. will emerge in 5 to 10 years, say experts

A survey conducted at the [Joint Multi-Conference on Human-Level Artificial Intelligence](#) shows that 37% of respondents believe human-like artificial intelligence will be achieved within five to 10 years.

STEPHEN JOHNSON 26 September, 2018



The mindset

- ▶ How to set today's rules for the future?

Technological progress will never be as slow as today

WTO OMC

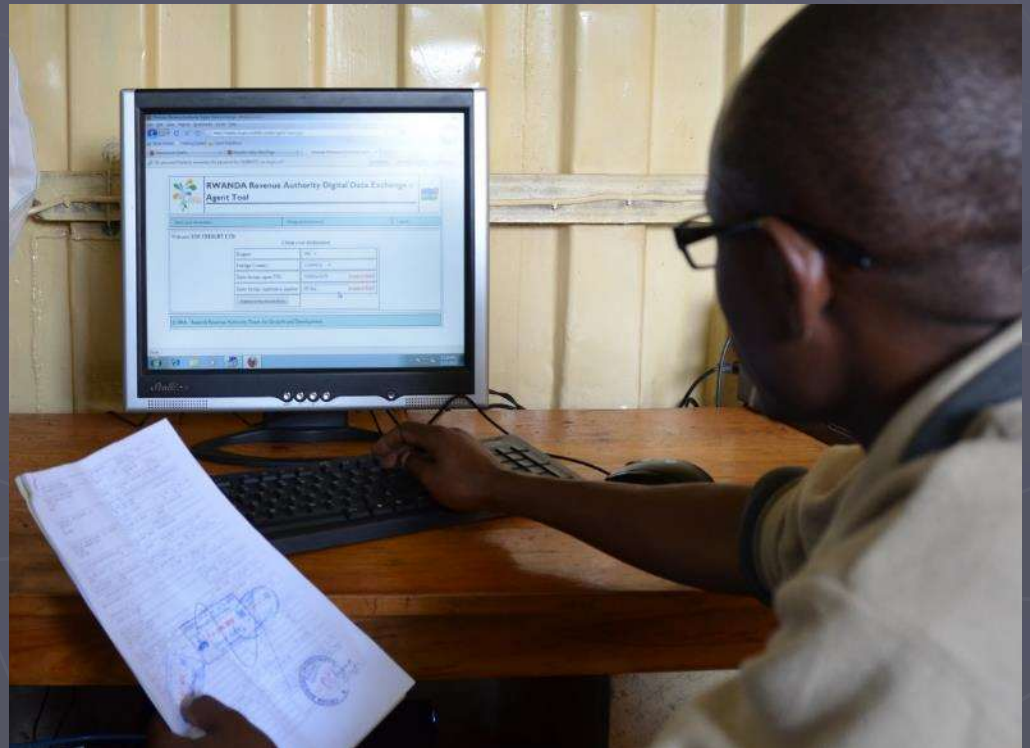


- ▶ The negotiation, ratification and implementation of conventions take time
- ▶ Need to commit to **whatever** is the best [future] technological solution



Out of date already?

- ▶ In the future the concept of “copies” versus “originals” as per Article 10.2 TFA will become obsolete as processes focus on **data** rather than on documents.



A dynamic dimension in the TFA

- In the **long term**, Article 10.1 will gain in importance, it does not prescribe any specific technological solution.



A dynamic dimension in the TFA

- ▶ In the long term, Article 10.1 will gain in importance, it does not prescribe any specific technological solution.
- ▶ Progressively, various provisions will become antiquated or obsolete and we will just want to *minimize* “the incidence and complexity of import, export, and transit formalities”; continuously “*review*” requirements; keep “*reducing* the time and cost of compliance for traders and operators”; and always choose “the *least* trade restrictive measure” (10.1 TFA)



A dynamic dimension in the TFA

- In the long term, Article 10.1 will gain in importance, it does not prescribe any specific technological solution.

Institutional setting to continuously review:
NTFCs

Trade Information Portal:
to document and visualize
procedures and potential
for simplification



Challenge #1: Interoperability

Example: The Box (the container)

How can we ensure interoperability?

- ▶ Challenge of cybersecurity
- ▶ A role for global standards?
- ▶ A role for the public or private sector?

Further reading

www.unece.org/cefact/

https://transportgeography.org/?page_id=11661

www.linkedin.com/in/crammartos/



Challenge #2

Competition & Cooperation

We want to encourage technological progress without creating monopolies



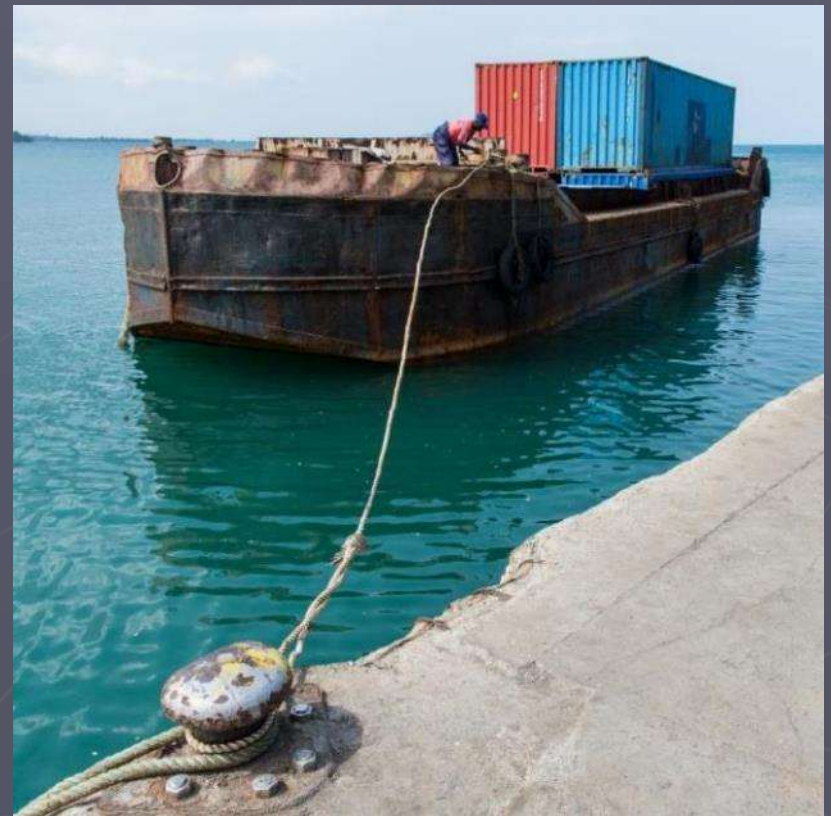
Further reading: UNCTAD Policy Brief

<https://unctad.org/en/pages/PublicationWebflyer.aspx?publicationid=2246>

Challenge #3: Development

Challenges and opportunities for Developing countries

- ▶ Open up or protect?
- ▶ The right mix of global and national rules?
- ▶ Role of Trade Facilitation?



Further reading: UNCTAD Policy Brief

<https://unctad.org/en/pages/PublicationWebflyer.aspx?publicationid=2479>

Science Fiction?

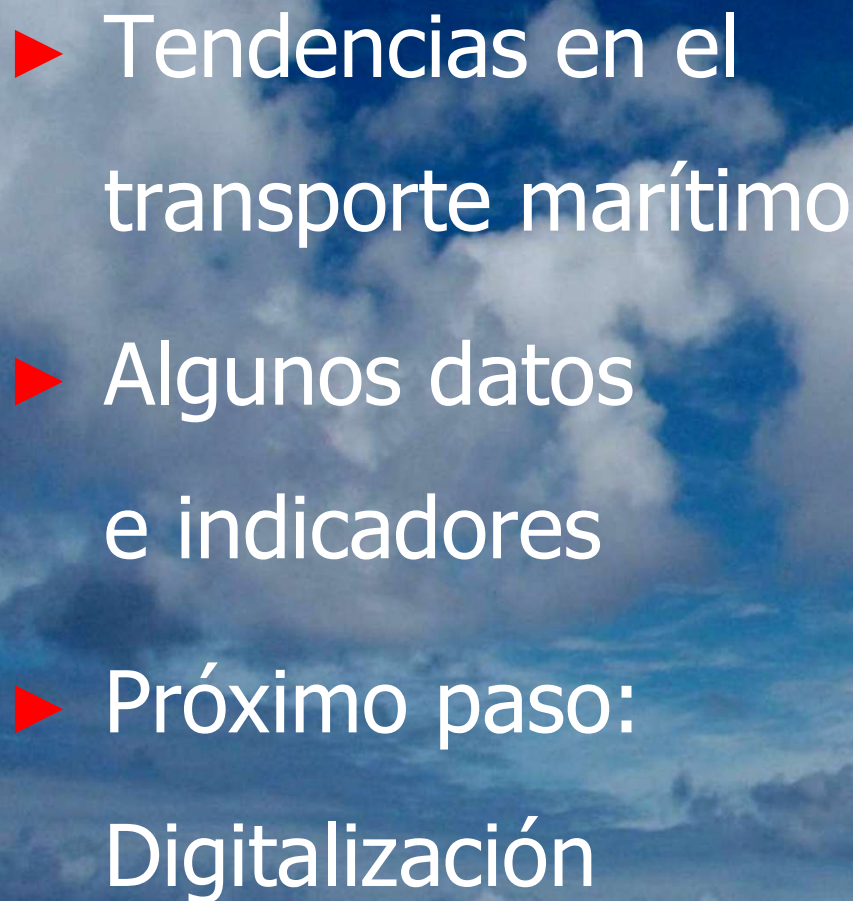
- Artificial Intelligence **AI** systems will **learn** and adapt faster to new challenges and technologies than humans, as newly acquired knowledge is passed on immediately to fellow AI-endowed units – no need for webinars ...



Science Fiction?

- ▶ It will become increasingly important that AI systems be **taught a set of values** upon which to base their learning and decisions.
- ▶ E.g.:
self-driving
ships need to be
taught to base
decisions on
pre-defined
criteria



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