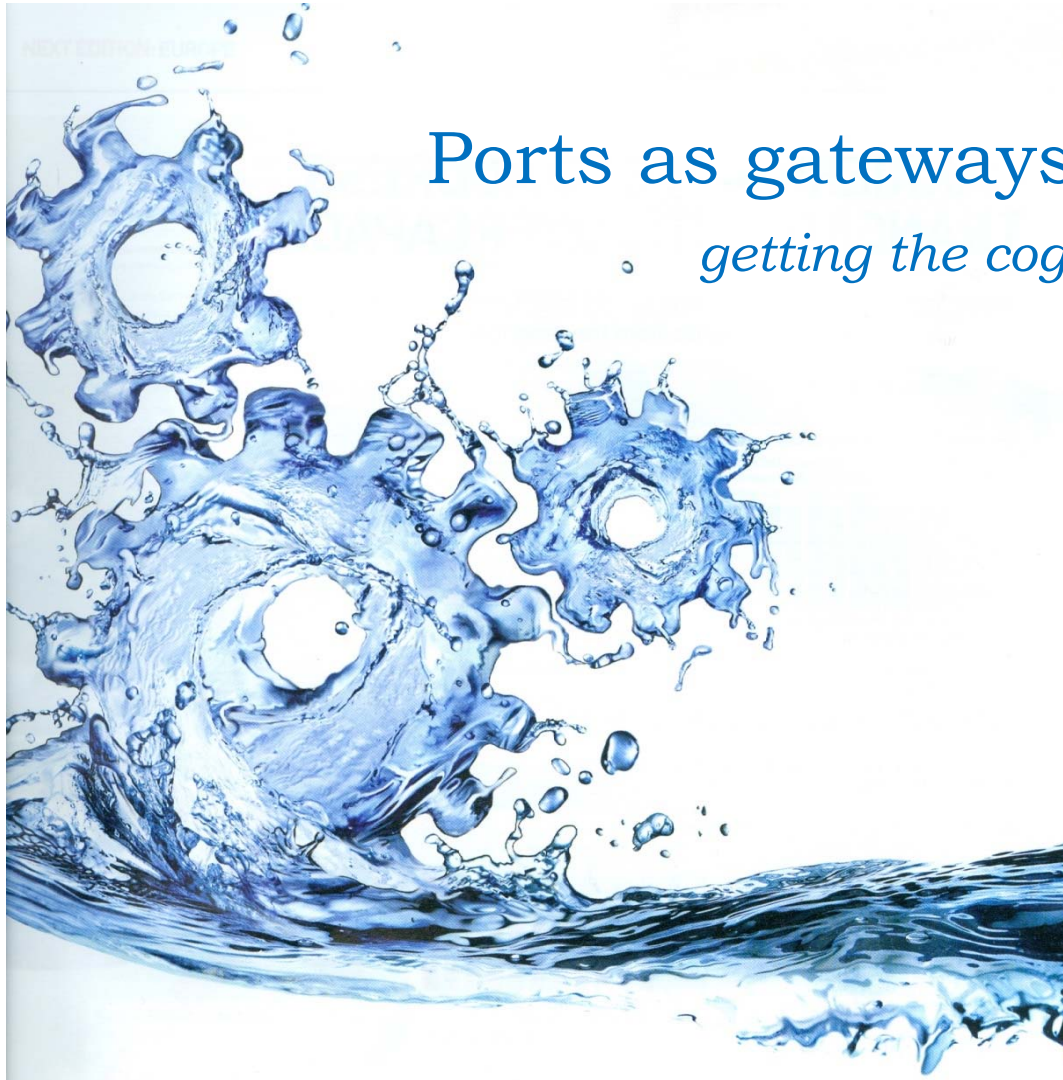


Seminar on the development of port infrastructure
Bangkok, 20-21 December 2016



Ports as gateways to hinterland areas

getting the cogs to work together



- ESCAP resolution 71/6 (May 2015)

Maritime transport connectivity for sustainable development

- International intermodal corridors in support of seamless connectivity

(Moscow Declaration of December 2014)

"recognizes that regional connectivity plays an important role in promoting inclusive and sustainable development in Asia and the Pacific and that maritime transport is an essential factor in supporting the post-2015 development agenda"



UNITED NATIONS

- GA resolution 69/213 (December 2014)

Role of transport and transit corridors in ensuring international cooperation for sustainable development

- ESCAP resolution 71/8 (May 2015)

"recognizes the important role of environmentally sound, safe, efficient, reliable and affordable transport and transit corridors for the efficient movement of goods and people in supporting sustainable economic growth, improving the social welfare of people and enhancing international cooperation and trade"
"while intraregional and interregional connectivity generates new growth, fosters competitive edge and plays a crucial role in promoting sustainable development, it remains an unfinished agenda"

- GA resolution 70/1 (September 2015)
- ESCAP resolution 72/5 (May 2016)

Transforming our world: the 2030 agenda for sustainable development

"Strengthening regional cooperation on transport connectivity for sustainable development in Asia and the Pacific"

- GA resolution 70/197 (December 2015)

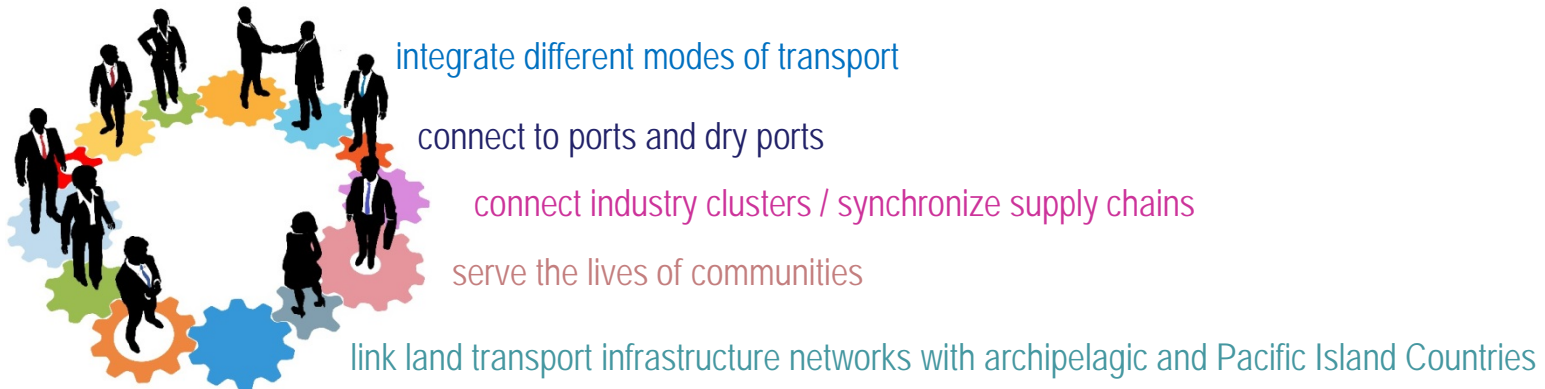
"recognizes the importance of international intermodal transport corridors [...] for supporting sustainable economic growth, improving the social welfare and enhancing international cooperation and trade among member States."

Towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors

- ESCAP resolution 71/6 (May 2015)
Maritime transport connectivity for sustainable development
“recognizes that regional connectivity plays an important role in promoting inclusive and sustainable development in Asia and the Pacific and that maritime transport is an essential factor in supporting the post-2015 development agenda”
- ESCAP resolution 71/8 (May 2015)
Strengthening intraregional and interregional connectivity in Asia and the Pacific
“while intraregional and interregional connectivity generates new growth, fosters competitive edge and plays a crucial role in promoting sustainable development , it remains an unfinished agenda”
- ESCAP resolution 72/5 (May 2016)
Strengthening regional cooperation on transport connectivity for sustainable development in Asia and the Pacific
“recognizes the importance of international intermodal transport corridors [...] for supporting sustainable economic growth, improving the social welfare and enhancing international cooperation and trade among member States.”

2. Past successes and future direction

- Building on the success of the Asian Highway, Trans-Asian Railway, dry ports
in infusing an international dimension in member States in planning the development of their transport infrastructure
- However, development has mostly been on a uni-modal basis
- Integration of modes is a prerequisite to seamless connectivity
- Seamless connectivity = a holistic approach to align
 - economic growth
 - social inclusiveness
 - environmental protection
- Planning and operationalizing international intermodal corridors



2. Past successes and future direction

- Building on the success of the Asian Highway, Trans-Asian Railway, dry ports
in infusing an international dimension in member States in planning the development of their transport infrastructure
- However, development has mostly been on a uni-modal basis
- Integration of modes is a prerequisite to seamless connectivity
- Seamless connectivity = a holistic approach to align
 - economic growth
 - social inclusiveness
 - environmental protection
- Planning and operationalizing international intermodal corridors



integrate different modes of transport

connect to ports and dry ports

connect industry clusters / synchronize supply chains

serve the lives of communities

link land transport infrastructure networks with archipelagic and Pacific Island Countries

On the  side

Few port terminals are lucky enough to benefit from fully integrated rail services

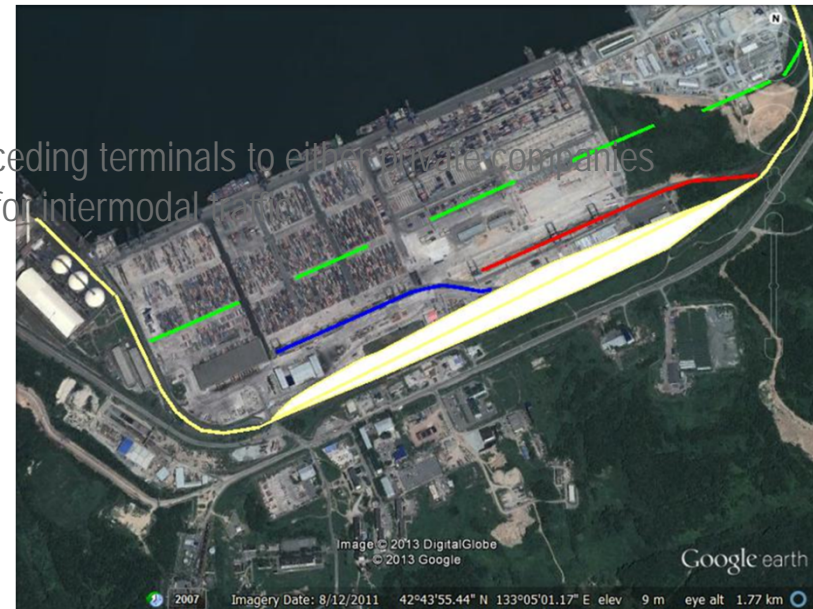
- Many ports authorities shy away from adopting roles actively promoting the integration of rail and sea operations, since they don't view it as part of their overall remit
- Very few, if any, ports of the region have layouts which are compatible with the efficient operation of container trains

| For port authorities | For port cities | For road operators | Benefit |
|--|---|--|--|
| <ul style="list-style-type: none"> • More efficient operation (less congested quay-side) • Greater expansion opportunities | <ul style="list-style-type: none"> • Less road congestion • Better land use opportunities | <ul style="list-style-type: none"> • Less time in congested roads and terminals • Reduced cost of road maintenance | <ul style="list-style-type: none"> • <i>Modal shift</i> |

On the  side

Infrastructure layout at most ports, far from outpacing a modal shift from road to rail, actually reinforce the predominant use of road transport for inbound and outbound container movement

- Ownership of port facilities has changed, with the state ceding terminals to either private companies or a mix of public and private creating better conditions for intermodal



On the  side

- Many ports authorities shy away from adopting roles actively promoting the integration of rail and sea operations, since they don't view it as part of their overall remit

For port authorities

- More efficient operation
(less congested quay-side)
- Greater expansion opportunities

For port cities

- Less road congestion
- Better land use opportunities

For road operators

- Less time in congested roads and terminals
- Reduced cost of road maintenance

On the  side

- Ownership of port facilities has changed, with the state ceding terminals to either private companies or a mix of public and private creating better conditions for intermodal traffic

https://www.yunbaogao.cn/report/index/report?reportId=5_1699

预览已结束，完整报告链接和二维码如下：



freight trains reach or leave the port on every working day.
10th ranked port/system in Italy

Approximately 30% of throughput arriving/continuing by rail
Terminal IT integrated to those of rail operators

possess high-performance rail facilities
without any preliminary shunting
efficient for handling entire freight trains