

Bangkok, 24-26 May 2016

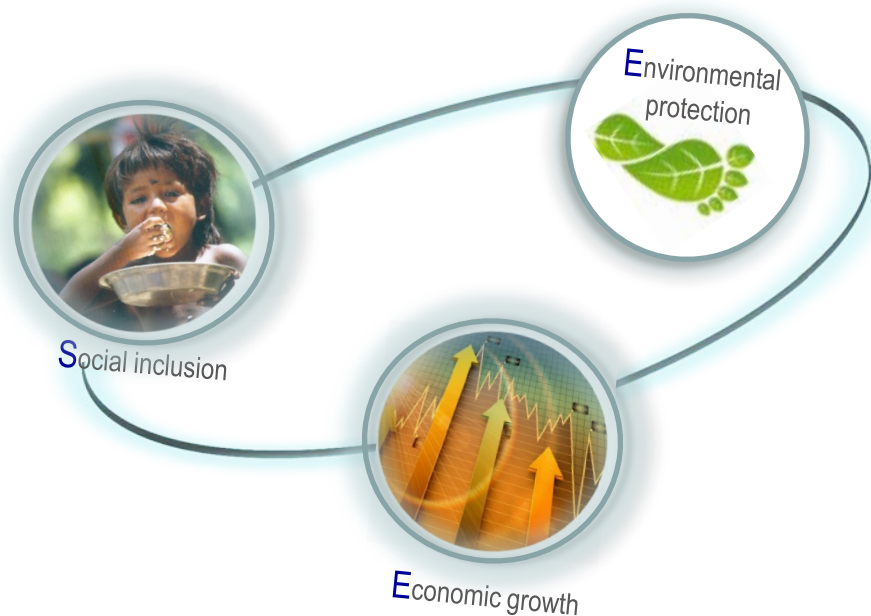


## Relevance of Dry Ports

# Trade and transport: a new context



International context



25 September 2015, the United Nations General Assembly adopted the 2030 Development Agenda

*"Transforming our world: the 2030 Agenda for Sustainable Development" (Resolution 70/1)*

*How to address mobility requirements :*

- *for 7.2 billion people (soon to be 9.6 billion),*
- *while bringing the billions of people at the bottom of the social ladder into mainstream economic development,*
- *without blowing up the environmental load ?*



### Economics

- Countries of the region still experiencing higher rates of growth than the rest of the world
- Weak global recovery is still having an impact the exports of developing economies of the region

*Developing Asia to grow at 5.7% in 2016/2017 compared to an average 7.6% during 2000-2010 - Source: Asian Development Bank*

- Sustaining such high rates of growth calls for push to better exploit the potential of the region's vast internal market.

### Social

- A growing middle-class with increasing affluence

*2030 – 4.9 billion people (1.8 billion in 2009)  
66% in Asia (29.1% in 2009) - Source: OECD*

- Increasing urbanization

*18 of the world's top 30 megacities are in Asia  
between 2000 and 2050, developing regions could add 3.2 billion new urban residents*

# Trade and transport: a new context



## Supply chain context

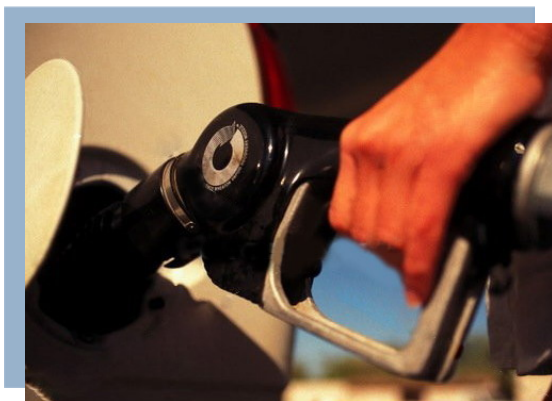


- Urban-based societies  
*Life-style based on instant and around-the-clock accessibility*
- Trade globalization  
*Countries are becoming outsourcing hubs*
- Transport – Trade – Logistics: a symbiotic relationship  
*From fragmented sector to components in a production process*

# Trade and transport: a new context



## The sustainability context



- Greater affluence will amplify demand

*by 2050 freight volumes in non-OECD countries could increase by a factor of 4 to 5 compared to 2000 levels while passenger mobility could increase by five to six-fold*

*world already using 50 per cent more resources than the earth can provide and by 2030 two planets will not be enough to satisfy our needs*

- Higher income = higher motorization rate

*India's vehicle sales increased 5.6% in fiscal year 2015-2016*

*China's vehicle sales was estimated at 25 million vehicles (4.9 million in Japan)*

- Rapid urbanization

*urban areas seven times more vehicles per kilometre of road than countryside areas*

- Energy supply

*Demand for energy set to grow by one-third over 2010-2035*

*All the net increase in oil demand comes from transport*

*India set to be the fastest-growing crude consumer in the world through 2040 (6 million barrels a day)*

# Trade and transport: a new context



*The sustainability context*



Better access to goods and services in support of economic and social development while at the same time minimizing the negative impacts of a rapidly growing transport sector

## *Intermodal transport corridors*

- Put in place efficient intermodal transport
- Develop efficient logistics industry
- Keep its global economic position
- Distribute the benefits of economic prosperity
- Reduce transport industry's carbon foot print

Vision of an international integrated intermodal transport and logistics system for the region

*Ministerial Conference on Transport – Bangkok, March 2012*

# Benefits of Dry Ports

## Business benefits



- Reduced transport costs reflected in lower prices for traded goods
- Lower prices for traded goods providing stimulus for trade and GDP growth
- Investment in facilities is likely to generate other economic activities in the vicinity (*Dry Ports can grow into SEZs*)

预览已结束，完整报告链接和二维码如下：

[https://www.yunbaogao.cn/report/index/report?reportId=5\\_3185](https://www.yunbaogao.cn/report/index/report?reportId=5_3185)

