

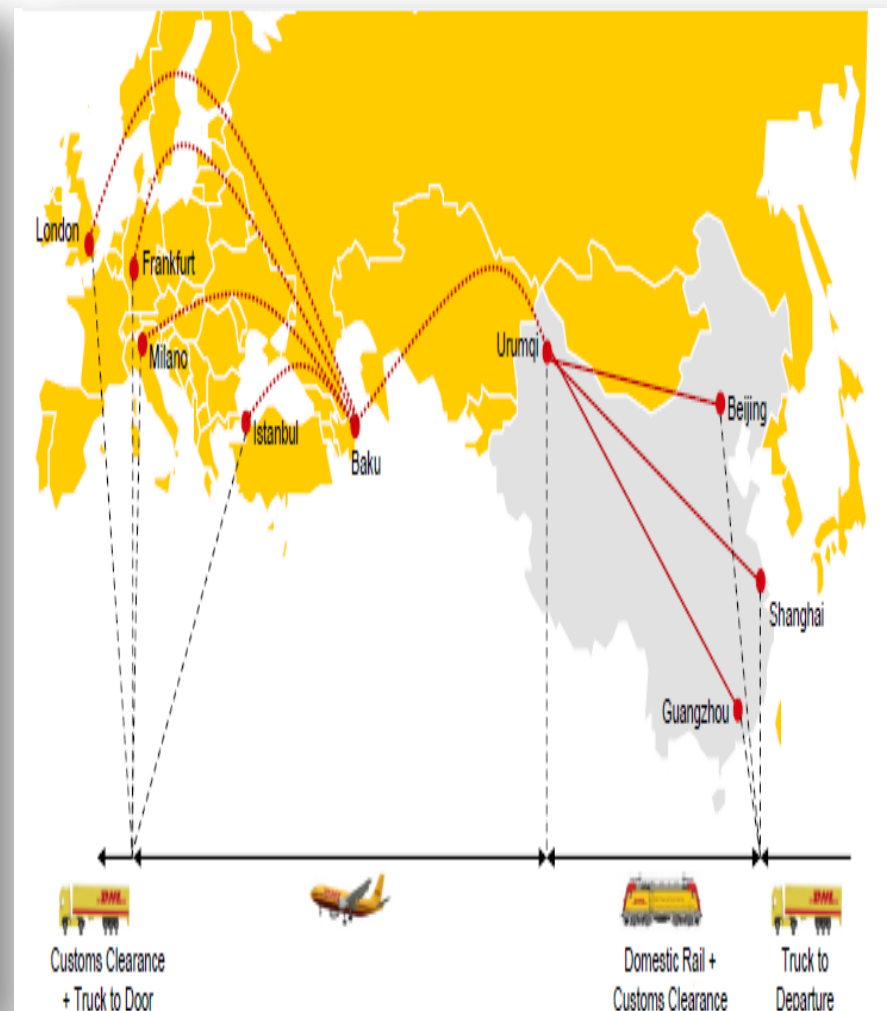
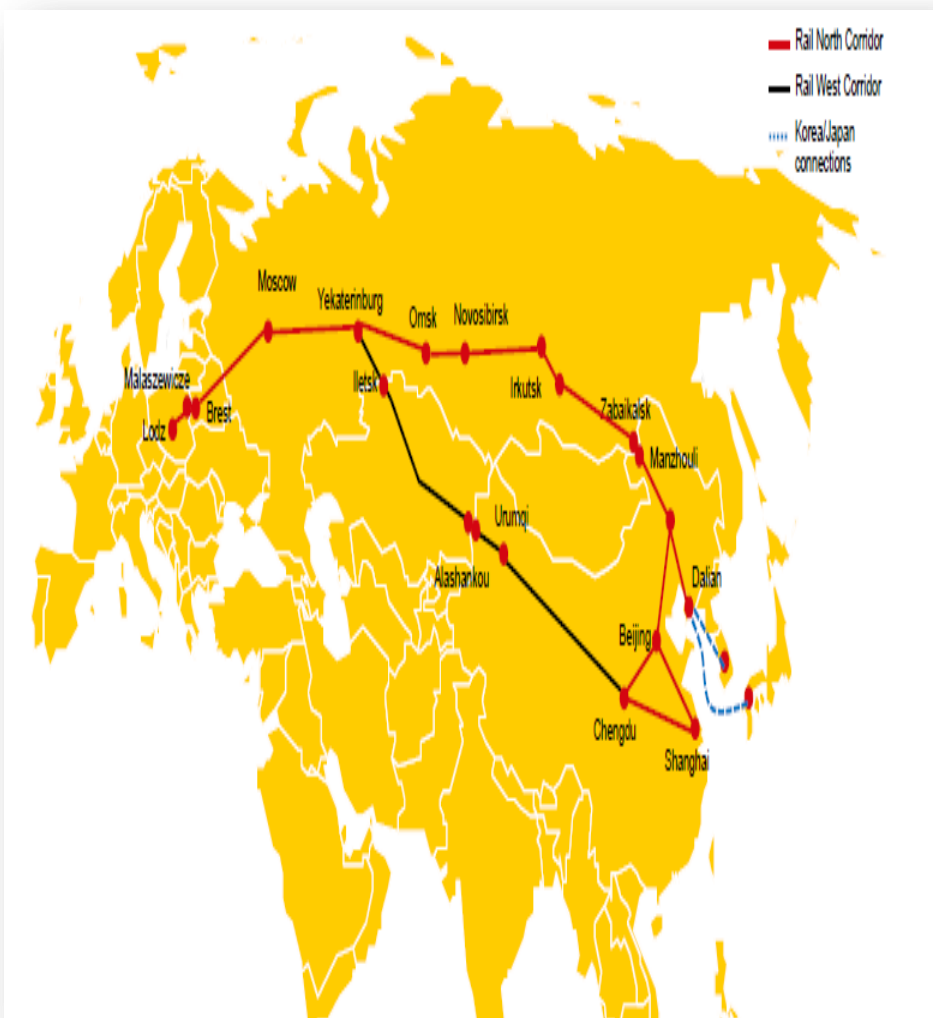
Southern Asia and Silk Route Connectivity Issues: The Logistics Operations Perspective

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- Multi-modal with low switching costs is the key to developing a overland solutions
- A combination of logistics solutions based on need for speed, cost, nature of cargo and efficiency: e.g. sea-air, rail-air, rail sea
- Most rail solutions are multi-modal by definition: rail-road
- Road border crossings in Southern Asia are very inefficient: Inability of trucks AND to cross borders, lack of integrated customs posts (with customs of both countries in one location for common inspection), integrated truck bays for trailer exchange
- Lack of short-sea shipping options linking Bay of Bengal port, lack of a major regional hub port
- Highly cumbersome and in most cases undefined (therefore discretionary) customs trans-shipment procedures

Northern Silk Route: Rail, Rail-Air, and Sea-Rail



Southern Silk Route: Sea-Air Options



Missing in Action: Efficient Air and Sea Hubs for Rail combinations out of say Mumbai to connect Southern Asian hinterlands

Multi-Modal Alternatives: Illustrative Comparisons

<i>Time Taken by Sea: 45 days</i>		
Modal Combination	Time	Cost
<i>Air</i>	7	10-12x
<i>Sea Air</i>	26-28	9-10x
<i>Rail Air</i>	14-16	7-8x
<i>Rail</i>	15-17	2-2.5x

- **Reduced Fuel Costs**
- **Alternatives to deal with peak season demand**
- **Better management of product cycles**

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_4850

