

SEMINAR

Capacity-building for the development and operation of dry ports of international importance

Integrated logistics and economic development

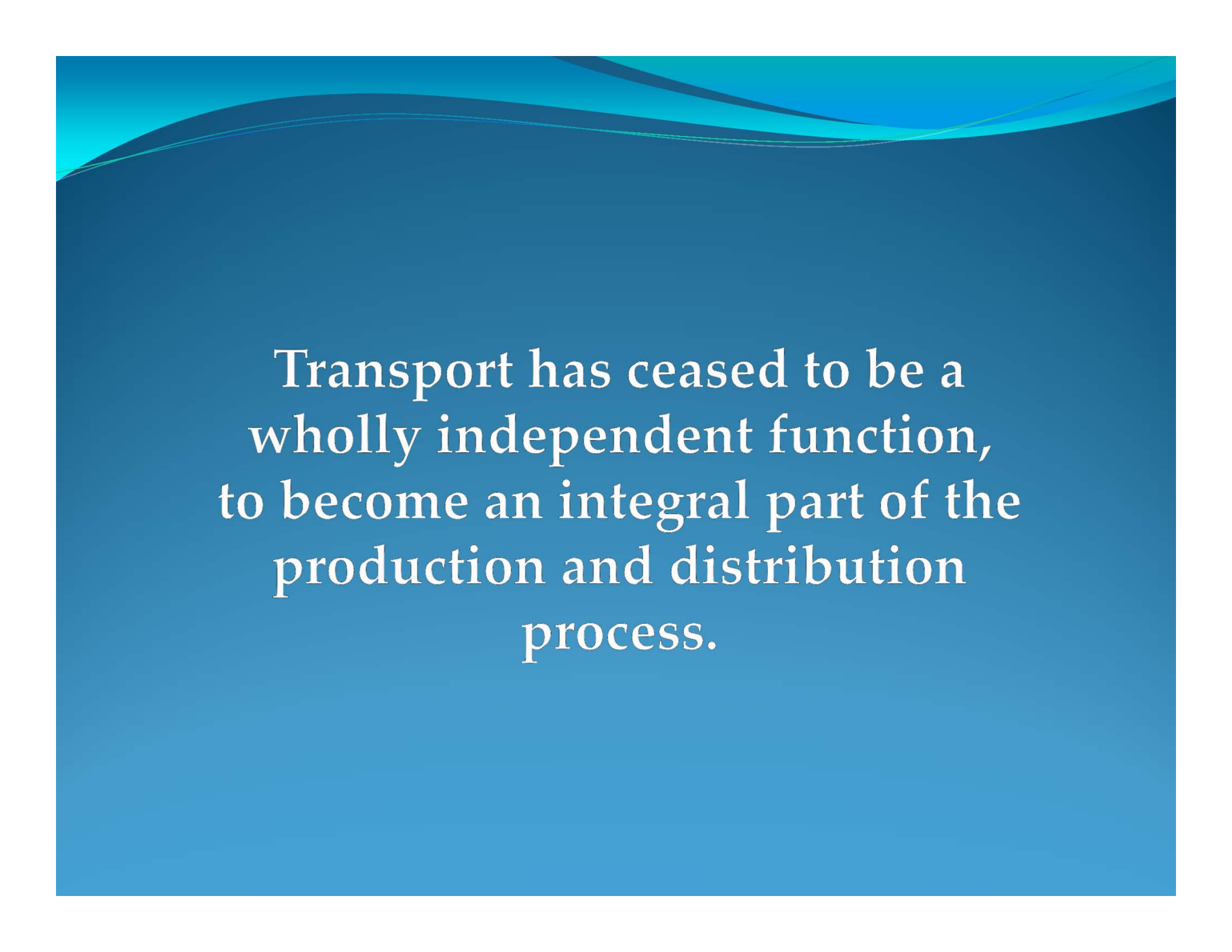
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The background is a solid blue gradient. At the top, there are several thin, wavy lines in shades of cyan and light blue, creating a sense of movement or a horizon line. The text is centered in the middle of the slide.

Transport has ceased to be a
wholly independent function,
to become an integral part of the
production and distribution
process.

Transport: an integrated network

Transport has emerged to be a strategic sector.

- As trade becomes more and more globalised, logistics chains become more complex, and need to be managed globally.
- Businesses endeavour to integrate supply networks across the globe, comprising several tiers of suppliers and distributors,
- Using different transport modes and carriers.
- They demand an intelligent logistics execution, managing multi-modal, multi-leg and multi-carrier integration.
- It is now the integrated transportation chain that matters, encompassing:
 - ✓ production,
 - ✓ transportation,
 - ✓ storage,
 - ✓ distribution,
 - ✓ information

An integrated transport system

A network of networks – that permits the greatest choice at the lowest resource cost.

One that is safe, efficient, effective, and reflective of the net economic, social, and environmental costs of service provision.

- Also that serves for a composite door-to-door transit at a unified price with a single responsibility.

An integrated logistics system has major objectives:

- obtaining the lowest possible inventory levels
- the shortest and most reliable lead times.

Inefficiencies of an unintegrated transport system are manifest in

- higher prices
- longer journeys,
- reduced reliability,
- higher risks of damage or pilferage, and
- more complex administrative procedures.

Intermodal transport gathers momentum

- The cost-efficiency factor, also energy and environment considerations compel the evolution of integrated multimodal logistics.
- Intermodal transport industry continues to evolve, and in so doing, it becomes increasingly integrated with supply chain management.
 - Today, ocean carriers integrate into ports, inland terminals and landside transport links as well.
 - Multimodal operators integrate into the reverse of this chain.
 - Railways combine with port terminals, to establish a unified movement chain.
 - Road operators become logistics service providers.
 - Freight forwarders extend traditional service boundaries.

Transport development shifting inland

For the land routes to become viable arteries of international trade and commerce, countries need to recognise the benefits of a seamless, integrated cross-border movement of traffic

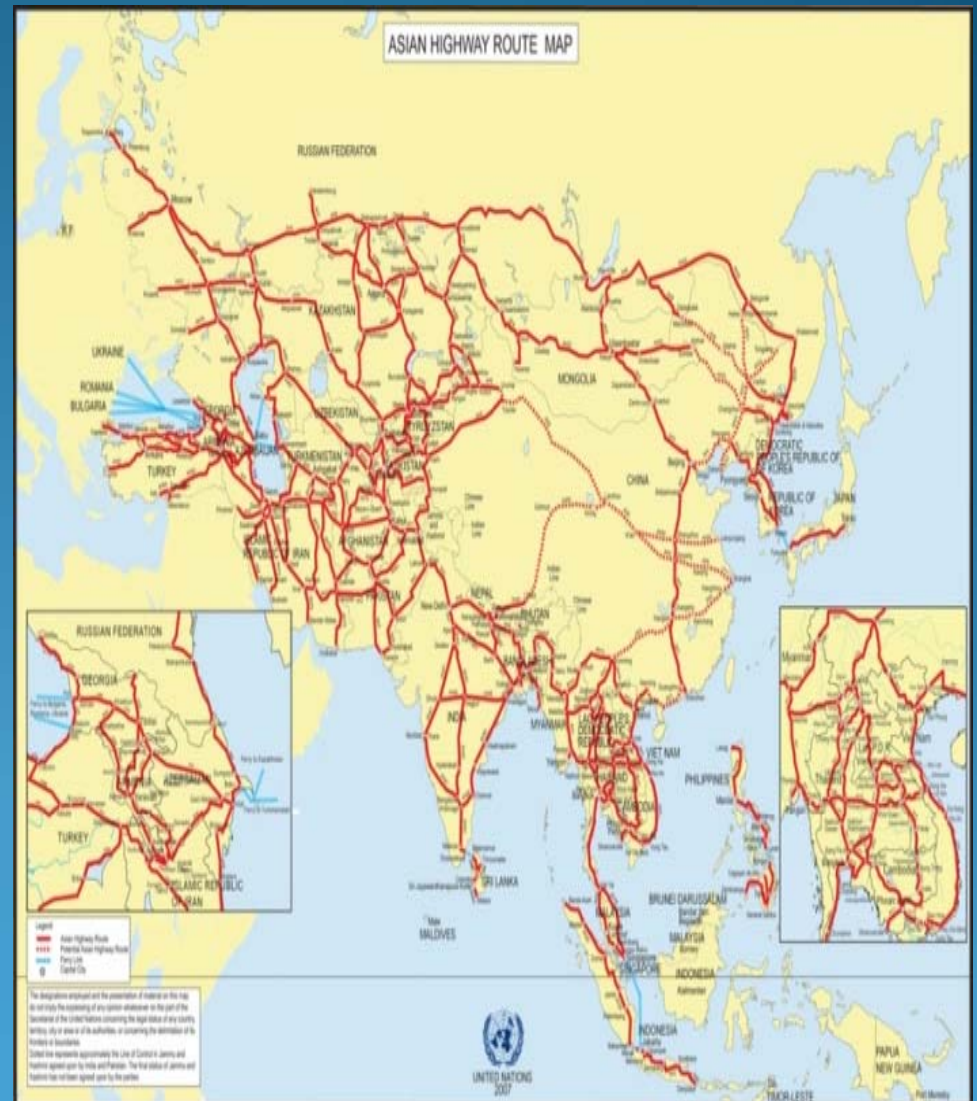
UNESCAP has been promoting the role of Asian Highway (AH) and Trans-Asian Railway (TAR)

Its concomitant aspect is the promotion of intermodal transport and

- the development of freight modal interchanges and inland ports.
- Clustering of industries around intermodal interfaces serves as a magnet for FDI.

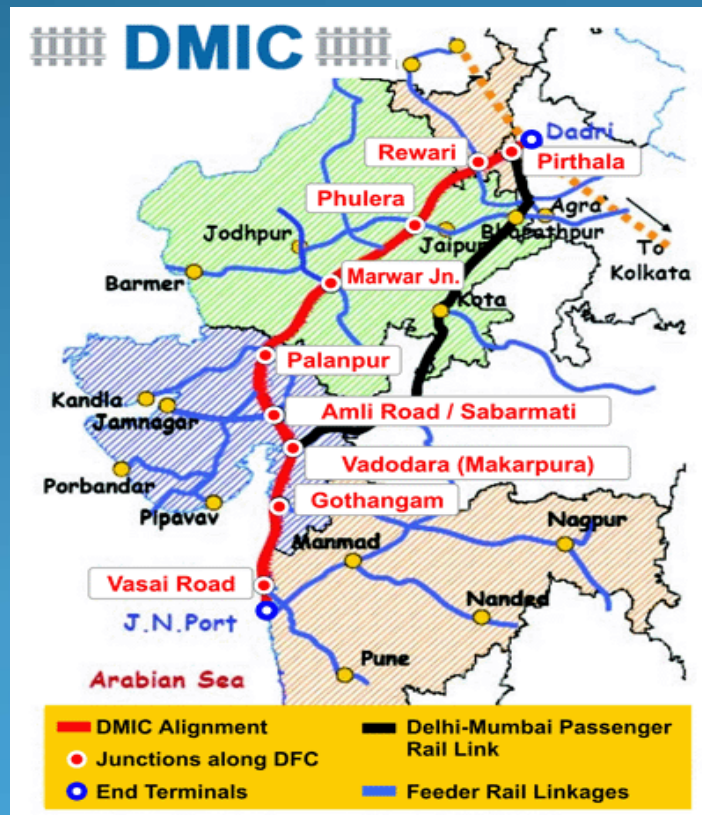
Inland port connectivity leads to a more efficient integration of the hinterland markets into the economy.

An inland freight modal interchange facility stimulates growth of other economic activities in its vicinity.



Intermodal facilities along economic corridors

- Clustering of economic activities transforms transport corridors into economic corridors.
 - The Tokyo-Osaka industrial corridor along Japan's main rail and highway infrastructure contributed to two-thirds of country's GDP.
 - India is developing a \$90bn Delhi-Mumbai Industrial Corridor along the hinterlands of the freight corridor linking JN Port to inland industrial nodes in north and north west.



efficient logistics – *sine qua non*
of development

cs – emerging paradigm change

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_5567

