NEAL-NET's approach to facilitate logistics network in the sub-region

Seoul, Korea October 2012



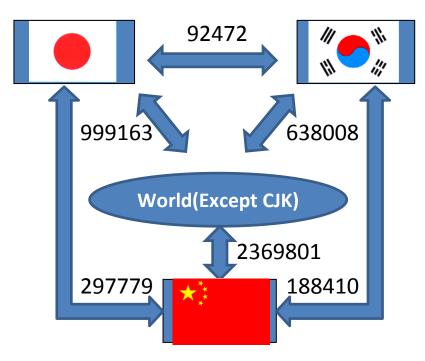
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NEAL-NET Establishment

Importance of the Three Countries' Trade





Volume of trade among China, Japan and Korea (2010)

Unit: Million USD,

: IMF, JETRO

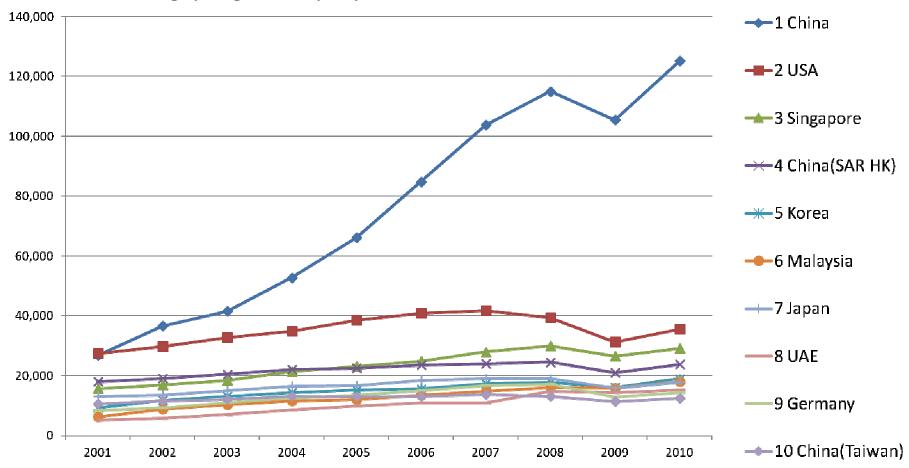
- 3 Countries' population consists 74% of Northeast Asia, 22% of World
- 3 Countries' economic aggregate consists 90% of Northeast Asia, 20% of World
- 3 Countries' volume of trade consists 70% of Northeast Asia, 20% of World
- The three countries grew rapidly from 130 billion to 690 billion from 1999 to 2011. China has become the largest trade partner of Japan and Korea. At the same time, Japan and Korea is 4th and 6th largest trade partner of China. Japan and Korea are the most important source of foreign investment. By the end of 2011, the aggregated direct investment of Japan and Korea to China is 80 billion and 50 billion

Ref: The trilateral cooperation (1999-2012) white paper of China, Japan and Korea

Vigorous Needs of Logistics Service



Container throughput grows rapidly



- Container throughput among China, Japan and Korea is <u>1.617 Billion TEU</u>(2010), accounts for <u>32.12%</u> of world
- Compare with Year 2001, China is 466.3% of 2001, Korea is 204%, Japan is 135%

Unit: 1000TEU

Ref: Containerisation International Yearbook 2012

Vigorous Needs of Logistics Service



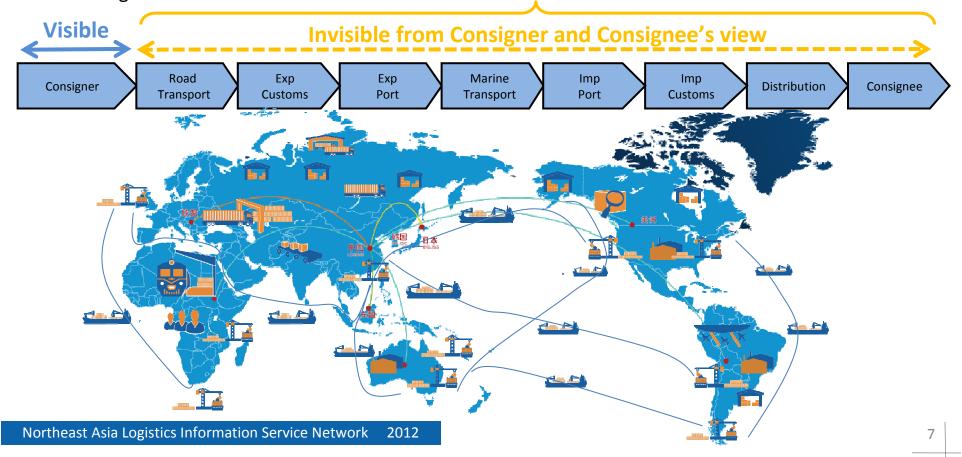
The three countries occupy 17 ports in the top 50 container port league in the world

Rank	Port Name	2006	2007	2008	2009	2010	Share	Growth Rate
1	Shanghai	21,710	26,150	27,980	25,002	29,069	5.80%	134%
3	Hong Kong	23,539	23,998	24,494	21,040	23,699	4.70%	101%
4	Shenzhen	18,469	21,099	21,414	18,250	22,509	4.50%	122%
5	Busan	12,030	13,270	13,453	11,980	14,194	2.80%	118%
6	Ningbo	7,068	10,257	11,226	10,502	13,144	2.60%	186%
7	Guangzhou	6,600	10,791	11,001	11,190	12,550	2.50%	190%
8	Qingdao	7,702	9,900	10,320	10,260	12,012	2.40%	156%
11	Tianjin	5,950	9,360	8,500	8,700	10,080	2.00%	169%
12	Kaohsiung	9,775	9,200	9,677	8,581	9,181	1.80%	94%
19	Xiamen	4,019	4,627	5,035	4,680	5,820	1.20%	145%
21	Dalian	3,212	4,642	4,503	4,552	5,242	1.00%	163%
26	Tokyo	3,969	4,060	4,156	3,810	4,284	0.90%	108%
29	Lianyungang	1,302	2,896	2,965	3,020	3,870	0.80%	297%
35	Yingkou	n/a	n/a	2,030	2,537	3,338	0.70%	n/a
36	Yokohama	3,200	2,610	3,481	2,797	3,280	0.70%	103%
46	Kobe	2,413	2,310	2,556	2,247	2,556	0.50%	106%
47	Nagoya	2,752	2,604	2,817	2,112	2,548	0.50%	93%

To Solve the Problem of International Logistics Information Sharing



- Global trade requires real-time, controllable, high efficient and low cost logistics. Logistics information should be shared in order to satisfy the management requirement of logistics players engaged to improve competitiveness of trade and manufacturing.
- There many logistics players in international logistics activities. Information sharing barrier becomes bottle neck of logistics business. Core problem is that there is no logistics information sharing mechanism among countries, no logistics information sharing standards and no logistics information sharing network.





rea establishes NEAL-NET cooperative mechanism to establish c, define logistics information sharing standard and promote stics information sharing structure.







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