La nouvelle structure des échanges commerciaux : implications pour les transports maritimes

Hall 2, Level +1

Mercredi, Mai 27, 2015, 16h45 - 18h15

Au cours des dernières décennies, la structure des échanges commerciaux s’est modifiée en même temps que se manifestait l’émergence économique de l’Asie. Cette évolution a des conséquences fondamentales : les principales liaisons maritimes commerciales ont aujourd’hui pour origine l’Asie (de l’Extrême Orient vers l’Europe, de l’Asie vers la côte Ouest du continent nord-américain) ou concernent les échanges intra-asiatiques. Les ports de l’Asie représentent plus de 50% de l’activité portuaire mondiale. Alors qu’émergent de nouvelles économies et de nouveaux schémas de localisation des activités manufacturières, de nouvelles structures apparaissent pour les échanges commerciaux qui se traduisent par un plus grand nombre de liaisons Sud-Sud et Nord-Sud en plus des liaisons Est-Ouest actuellement dominantes.

Les infrastructures peuvent freiner ou faciliter l’acheminement de tels flux de marchandises par le transport maritime. Par exemple, l’élargissement du canal de Panama permettra à de plus gros navires d’emprunter ce canal. De nouvelles infrastructures telles que le canal du Nicaragua, le pont terrestre entre la Thaïlande et le Myanmar et les liaisons ferroviaires entre la Chine et l’Europe modifieront la structure des échanges commerciaux. La fonte des glaces dans les mers arctiques pourrait permettre le développement d’un transport commercial maritime significatif dans cette zone.

L’industrie maritime a toujours été caractérisée par la recherche d’économies d’échelle avec l’augmentation spectaculaire de la taille des navires et la consolidation du secteur conduisant à une concentration des ports et à l’émergence d’un système portuaire fondé sur un réseau en étoile (système hub-and-spoke). Il est vraisemblable que ces évolutions se poursuivront, créant ainsi des défis pour les politiques publiques, notamment en ce qui concerne l’adaptation des ports et la nécessité d’assurer de meilleures connexions avec l’hinterland des ports.

Dans un contexte caractérisé par l’apparition de nouvelles routes commerciales, l’augmentation de la taille des navires et la consolidation du secteur maritime, cette session examinera notamment les questions suivantes :

- Quelles seront à l’avenir les grandes routes commerciales ?
- Quelles en seront les répercussions pour le transport maritime ? Quels sont les ports qui bénéficieront des évolutions ainsi prévisibles ?
- Quelles interventions politiques sont nécessaires pour le transport maritime ?
Information connexe:

Long Distance Trade (ITF Annual Consultation Day with International Organisations 2015)

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Speaker

Warren Truss
Deputy Prime Minister
Australia

Warren Truss has been Australia’s Deputy Prime Minister and Minister for Infrastructure and Regional Development since 2013. From 2006 to 2007, Truss served as Minister for Trade, having been Minister for Transport and Regional Services from 2005 to 2006. He has repeatedly been the elected representative for Wide Bay, Queensland since 1990.

Lydia Sindisiwe Chikunga
Deputy Minister of Transport
South Africa

Lydia Sindisiwe Chikunga is South Africa’s Deputy Minister of Transport and a member of the African National Congress party. Her priority areas of responsibilities broadly involve transport safety and security in the aviation, maritime, rail and road safety disciplines, transformation and women empowerment. She has been a member of parliament since 2004, serving as whip from 2007 to 2009. Sindisiwe Chikunga was the Chairperson of the Portfolio Committee on Police from 2009 to 2012. She has also served as a Member of the Portfolio Committee on Housing.
Jakob Bomholt joined APM Terminals in April 2015 as Chief Commercial Officer, with responsibility to lead the company’s global growth in the commercial sector throughout the APM Terminals Global Terminal Network of port facilities and Inland Services. APM’s Global Terminal Network has 20,600 employees on five continents which includes 64 operating port and terminal facilities in 39 countries. Prior to joining APM, Bomholt was the CEO of Maersk Group’s Seago Line. Beginning his professional career as a Management Trainee with the Maersk Group in 1995, Bomholt has also held the positions of Managing Director of Maersk Line Brazil; Head of Yield Management and Pricing at the Maersk Line headquarters in Copenhagen; Managing Director of the Scandinavian Division of the former Maersk Line subsidiary Norfolkline, in Gothenburg, Sweden; and General Manager of Maersk Industries, with the Maersk Group in Copenhagen.

Andrew Tan was appointed Chief Executive of the Maritime and Port Authority (MPA) of Singapore since January 2014. Prior to joining MPA, Tan was Deputy Secretary in Singapore’s Ministry of Transport and was Chief Executive Officer of the National Environment Agency (NEA) from 2009 to 2013. From 2002 to 2004 he was Principal Private Secretary to Minister Mentor Lee Kuan Yew, and subsequently held senior appointments in the Foreign Affairs Ministry and Environment and Water Resources Ministry before joining NEA. He was Founding Director of the Centre for Liveable Cities from 2008 to 2010 and remains a Fellow. Tan joined the Singapore Administrative Service in 1991.
Ronald Widdows has served as Chairman of the World Shipping Council since 2008. His 40-plus year career has been primarily in the container shipping sector with responsibilities that included; global container shipping, end-to-end supply chain management, marine terminal operations, international and domestic intermodal rail operations, and alliance/consortium agreement management. He is the Principal of Ronald Dean Widdows and Associates Pte Ltd. which provides consulting and advisory services covering the maritime industry with particular focus on liner shipping and related businesses. Widdows is the former Group President and CEO of Neptune Orient Lines, the parent of APL. He also held the position of CEO, Rickmers Holding from 2012 to 2014. He is a former Chairman of the Transpacific Stabilization Agreement – a research and discussion group of major container shipping lines offering ocean and inland transportation, logistics and supply chain services from Asia to the US.

Pat Cox has been President of the European Parliament Former Members’ Association (2010-2014), President of the European Movement International (2005-2011), a former President of the European Parliament (2002-2004), and Member of the European Parliament (1989-2004). Between 1998 and 2002 he was President of the European Liberal Democrat and Reform Party (ELDR) Group European Parliament. Prior to this Cox was a current affairs television broadcaster for RTÉ, Ireland’s national broadcaster, from 1982 to 1986 and Secretary General Progressive Democrat Party (Ireland) between 1986 and 1989.