Les méga-navires nécessitent-ils de méga-ports ?

MPA 3, Level 0

Vendredi, Mai 29, 2015, 12h45 - 14h15

Les participants sont priés de noter que le déjeuner sera servi dans la salle.

L’augmentation de la taille des navires a été l’une des caractéristiques majeures de l’évolution du secteur maritime au cours des dernières décennies. Ce phénomène a pour origine la recherche d’économies d’échelle par les compagnies maritimes. Durant la dernière décennie, la capacité moyenne des porte-conteneurs a doublé. Les plus gros porte-conteneurs ont aujourd’hui une capacité supérieure à 19 000 EVP (Equivalent Vingt Pieds) et des navires pouvant emporter 22 000 EVP devraient prochainement entrer en service. Alors que l’augmentation de la taille des navires a permis de réduire les coûts du transport maritime et a donc favorisé le développement des échanges commerciaux, les plus grands navires nécessitent des aménagements des terminaux portuaires et ont des conséquences sur les réseaux de ports maritimes et sur les transports entre les ports et leurs arrière-pays. De nombreuses compagnies maritimes de transport de conteneurs ayant commandé de nouveaux méga-navires afin de rester compétitives, les conséquences de ces méga-navires vont rapidement s’accentuer dans un proche avenir.

Dans le contexte de l’apparition des méga-navires, cette session débattrera, entre autres, des questions suivantes :

- Quels sont les avantages des méga-navires ? Les bénéfices qu’ils engendrent, l’emportent-ils sur les coûts d’ajustement et les coûts pour la société ?
- Quelles caractéristiques présentent les ports qui accueilleront à l’avenir les méga-navires ?
- Quelles sont les réponses politiques possibles pour atténuer l’impact des méga-navires ?

Staff Contact:

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Martin Matthews became Chief Executive for the New Zealand Ministry of Transport in 2008. He brings extensive experience in government, public policy and monitoring, having spent 10 years as Chief Executive at the Ministry for Culture and Heritage immediately before joining the Ministry of Transport. At the Ministry for Culture and Heritage, Matthews was responsible for overseeing the funding and accountability for 18 Crown entities, Crown companies and Non-Governmental Organisations. He was also responsible for leading a series of nationally significant initiatives, including the Tomb of the Unknown Warrior, the New Zealand Memorial in London, the development of Te Ara (the online encyclopedia of New Zealand) and the transition to digital free-to-air broadcasting.

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.

Prior to joining Eurogate Container Terminal Hamburg, Gunther Bonz served as State Secretary of the City of Hamburg until 2008.
Since 2003 Magnus Kårestedt has run the Port of Gothenburg, Scandinavia’s largest port with 60% of Sweden’s container trading. In recent years, the port has undergone significant development schemes to maintain its strong position with a tripling of today’s capacity underway. Investments have been made in order to create growth for Gothenburg as an attractive destination and a natural hub for cargo handling in Northern Europe. The port continues to develop improved infrastructure within and outside the port to attract larger volumes. Kårestedt believes in a huge rise in the area of cruise and passenger traffic, as Gothenburg is increasingly portrayed as an attractive – and often also exotic – destination.

Noel Hacegaba has served as Chief Commercial Officer and Managing Director of Commercial Operations for the Port of Long Beach, California, USA since 2014. Long Beach is the second largest seaport in the USA. Hacegaba is responsible for port operations, business development, customer service and security and is the senior executive in charge of commercial operations. Prior to his current role, Dr. Hacegaba managed the daily business activities of the Port, including four bureaus and 17 divisions, as the Deputy Executive Director and Chief Operating Officer. Before that, he served the Long Beach Harbor Commission as its Executive Officer and managed the daily activities of the Harbor Commission and its staff, including all administrative and communications functions. He also made recommendations on public policy, coordinated international trade missions and represented the Harbor Commission before all elected officials and Port stakeholders.

Wolfgang Hurtienne was appointed Managing Director of Hamburg Port Authority (HPA) in August 2009. Since the reorganisation of HPA began in 2008, has been a member of the management board and is currently responsible for the Strategy Division. Prior to this he had been head of the Port Planning and Development Division for many years. During this time, projects such as the Altenwerder port expansion, large restructuring projects and the current expansion measures for intensifying the usage of the Port of Hamburg have taken place. Hurtienne is Chairman of the Port Planning and Development Committee of the International Association of Ports and Harbours (IAPH), Tokyo, and a member of the German Academy for Urban and Regional Spatial Planning.
Lulun Ni joined Shanghai International Port Group (SIPG) in early 2014 as its Vice President after serving more than eight years as a full member of its board of directors. Prior to joining SIPG, Ni had served as the Deputy General Manager of China Merchants Holdings (International) Co. Ltd. in Hong Kong for more than eight years. From 2004, he was the Deputy General Manager of the Business Development at China Merchants Group in Hong Kong. In 1991, he was made an Associate Professor at the School of Management in Shanghai Fudan University.

Burkhard Lemper is Director and Head of the Maritime Economics and Transport Department at the Institute of Shipping Economics and Logistics (ISL), Bremen, Germany, and professor at Bremen University of Applied Sciences. ISL is one of Europe’s leading institutes in the area of maritime research, consulting and knowledge transfer. Lemper has managed a wide variety of projects for the maritime industry, especially for port authorities, ship yards and shipping companies. He has worked on studies dealing with developments in the European and world wide transport markets, especially container transport, port development projects and feasibility studies including cost-benefit analyses. He has published especially on maritime sector issues. Other aspects of his research are cargo flow and market analysis, simulation of cargo flows and transport modeling.

Anthony May is Emeritus Professor of Transport Engineering at the University of Leeds. He has been Director of the Institute for Transport Studies and Pro-Vice Chancellor. May was awarded the Order of the British Empire (OBE) for services to transport engineering in 2004 and was elected as a fellow of the Royal Academy of Engineering in 1995. From 1985 to 2001, he combined research and teaching at Leeds with consulting as Director of Transport Policy for MVA Ltd. From 1967 to 1977 he was responsible, with the Greater London Council, for policy on highways, traffic management and land use planning.