Jeux olympiques, coupes du monde et salons : la contribution des transports au bon déroulement des grands événements planétaires

Hall 4, Level +1

Mercredi, Mai 27, 2015, 09h00 - 11h00

Global events present a major challenge for transport operators and authorities. The planning and delivery of a successful transport solution is a complex task, and in many cases, it will be the ability of the transport network to accommodate the additional demand that will determine the event’s overall viability, the experience of both international and local participants and spectators, and the international reputation of the city.

Returning for a second year, the Summit Masterclass offers two hours of discussion with two leading transport practitioners. This year’s Masterclass, entitled ‘Olympics, World Cup and Expos: What transport can do to make global mass events work’, will see Rehana Moosajee and Stuart Reid share their experiences and lessons learnt in planning for transport provision during two significant global events held in recent years. They will discuss the opportunities that these types of events can present for countries, regions, and cities, for transport authorities and citizens in terms of the provision of new infrastructure and services, as well as the ‘legacy’ of the event.

This session will explore the following questions:

- How can spectator demand be managed within a saturated transport network?
- What is the role for transport leaders in the planning and execution of an event?
- How can collaboration between different agencies best be achieved?
- What types of long-term changes can be realised through hosting large events?

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Rehana Moosajee was a member of the Mayoral Committee for Transport in Johannesburg, South Africa from 2006 to 2013. She led the team that delivered Africa’s first Bus Rapid Transit System - Rea Vaya which opened in 2009 and links Johannesburg and Braamfontein with Soweto. Since 2013 Moosajee works through her consulting company advocating humane approaches to mobility provision and city-making to create environments where people connect deeply with each other and relate differently with space.

Stuart Reid is responsible for developing Transport for London’s (TfL) Travel Demand Management programme. He has over 20 years’ experience in the field of travel choices, travel behaviour and travel behaviour change. From 2008 to 2012 he developed the strategy for, and strategic delivery of, TfL’s behaviour change campaign in response to the London 2012 Olympic and Paralympic Games. Since 2012 he has been accountable for behaviour change around other major events in London such as the Tour de France, as well as the application of this approach to major engineering works and everyday congestion.

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.
Traverser les continents : comment les nouveaux itinéraires et les innovations technologiques peuvent améliorer les transports terrestres

Hall 2, Level +1

Mercredi, Mai 27, 2015, 11h00 - 12h30

Le transport terrestre s’avère être compétitif sur plusieurs nouvelles liaisons intercontinentales. Des opérateurs ferroviaires offrent désormais des services entre la Chine et l’Europe tandis que la revitalisation de la Route de la Soie est une tentative pour relier l’Asie et l’Europe ainsi que tous les marchés importants qui se trouvent sur cet itinéraire.

Se situant en termes de prix et de vitesse entre le transport aérien et le transport maritime, ces nouvelles options terrestres viennent compléter les différents modes de transport existants tout en permettant de connecter des pays enclavés avec les chaînes mondiales d’approvisionnement. Elles sont à l’origine de nouveaux investissements stratégiques dans des hubs logistiques.

Le marché potentiel réel de ces nouveaux itinéraires n’est pas encore complètement identifié. Cependant il est probable qu’ils conduiront à une redéfinition du rôle optimal de chacun des modes de transport et auront des effets sur les transports maritimes et aériens. Le développement dans la péninsule arabique d’un hub multimodal pour le transport de marchandises pourrait, par exemple, avoir des répercussions importantes sur les principales liaisons entre l’Asie, l’Europe et l’Afrique.

Dans le contexte d’une multiplication par quatre des volumes mondiaux de marchandises transportées telle que prévue d’ici 2050, cette session sera consacrée au nouveau rôle des transports terrestres. Elle examinera, parmi d’autres, les questions suivantes :

- Quel est le potentiel offert par les nouveaux itinéraires terrestres et comment complètent-ils les autres modes de transport ?
- Pour quels segments de marché ces modes terrestres sont-ils compétitifs ?
- Quels sont les principaux obstacles technologiques et politiques auxquels se heurtent ces nouveaux itinéraires ?
- Comment ces différents modes de transport terrestre peuvent-ils être optimisés et intégrés dans le cadre de ces nouveaux itinéraires ?
- Quels sont les effets de ces nouveaux itinéraires sur le plan de l’environnement et comment peut-on y remédier ?
Information connexe:

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

Transport and Trade: Connecting Continents  Summary of KOTI-ITF Seminar, Seoul, 24 March 2015

International Freight and Related CO2 Emissions by 2050: A New Modelling Tool, ITF, 2014

Transport and International Trade, ECMT, 2006

Land Transport Options between Europe and Asia: Commercial Feasibility Study, US Chamber of Commerce, 2006

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Speaker

Mohamed Najib Boulif
Deputy Minister of Transport
Ministry of Equipment, Transport and Logistics, Morocco

Prior to becoming Deputy Minister of Transport, Mohamed Najib Boulif was Deputy Minister for General Affairs and Governance from 2012 to 2013. Boulif has been a Deputy in the House of Representatives since 2002, having been re-elected in 2011, where he is Vice President of the Economic Commission and President of the Morocco-Turkey Group. He is a Member of the Parliamentary Assembly for the French-speaking world and a Founding Member of the World Forum for Islamic Parliamentary Representatives. Boulif is also a Member of the Organization for Security and Co-operation in Europe (OSCE) and holds a Doctoral Degree from the University of Paris II.
Uwe Leuschner is Vice-President of Business Development for DB Schenker Rail in the Commonwealth of Independent States of the former Soviet Union (CIS) and Central Asia. He is also General Manager of Railion Russja Services Moscow, a DB Schenker Rail subsidiary and leading European freight provider. From 2011 to 2014 Leuschner was Vice President of DB Schenker Logistics in CIS and Central Asia. He leads the foreign logistics committee of the Russian Chamber of Commerce. Previously, Leuschner was General Manager of REWICO International, which he built from the mid-1990s into a network of medium-sized logistics providers in Eastern Europe, CIS and China.

Jean-Luc di Paola-Galloni is Vice-President, Sustainable Development and External Affairs at Valeo, a global industrial group focused on the design, production and sale of automotive components, integrated systems and modules. Di Paola-Galloni joined Valeo in 2006 as the CEO’s delegate and member of the executive committee. After six years as Vice-Chairman, in 2014 he became acting chairman of European Road Transport Research Advisory Council (ERTRAC) the main automotive technology platform on collaborative research of the EU Commission and its related PPP European Green Vehicle Initiative (EGVI).

Jean-Pierre Loubinoux was appointed Director-General of the International Union of Railways (UIC), the worldwide association representing the rail sector and encompassing 240 railways across all continents, in March 2009. His mandate was renewed at the December 2013 UIC General Assembly in Paris and is set to run until 2015. Prior to joining UIC, has was Chairman and CEO of French railways SNCF International and SNCF Director of International Development from 2001 to 2009, having been appointed Chief Executive of SNCF Freight International in 2001. Before joining the SNCF Freight Department where he successively managed the Coal-Steel Business Unit and the Human Resources, Data Processing and Finance Department, Jean-Pierre Loubinoux held various responsibilities including Director of the SNCF General Delegation in North-America and Chief Executive of French Railways UK Ltd in Britain.
Jaehak Oh is Vice President and Director of National Transport Strategy Planning at the Korea Transport Institute (KOTI). During the last 20 years, he has project managed more than 60 of KOTI’s transport projects. From 2006 to 2011, Oh was the project manager of the national research and development project “Transport Connectivity and Transfer Technology Development.” He has played a key role in innovating transport systems for green growth and formulating infrastructure policies for the Korean government. Since 2009, Oh has been the research project manager for High-Speed Railway (KTX) economic development project which aims to promote regional and urban development through KTX station area development.

Elisif Elvinsdotter is a Swedish TV and radio journalist with broad experience from some of Sweden’s top news and current affairs programmes. She has been the anchor for Sweden’s no. 1 investigative programme, Uppdrag Granskning, as well as the host of both commercial TV4 and public SVT’s morning show. Since 2009 she has worked as a professional moderator, specialising in transport and business issues. In 2011 she was given an honorary award for “Best moderator” in Sweden. Her clients include EY, VTI and a number of governmental departments and institutions.
Contribution des transports au développement du tourisme écologiquement viable

Hall 3, Level +1

Mercredi, Mai 27, 2015, 11h00 - 12h30

Le tourisme peut être un puissant moteur pour les économies nationales et régionales mais il est susceptible également mettre sous pression les services, les réseaux et les infrastructures de transport.

Les villes et les régions doivent faire face à des flux touristiques saisonniers tout en veillant à ce que les réseaux de transports puissent assurer des services de qualité adéquate. La croissance du tourisme ne sera viable que si les déplacements qui y sont associés, sont eux-mêmes écologiquement durables. Rendre l'utilisation des transports publics plus facile pour les touristes et encourager ceux-ci à pratiquer davantage la marche ou à se déplacer à vélo peut aider à surmonter les effets négatifs du tourisme sur l’environnement et à mieux gérer les pointes saisonnières. Les conséquences sur l’environnement du transport à longue distance demeurent néanmoins un défi important.

Les systèmes et services de transport peuvent eux-mêmes être au cœur des activités touristiques et notamment du tourisme écologiquement viable : par exemple les formules touristiques reposant sur l’utilisation du chemin de fer ou le tourisme régional à bicyclette. Le développement de stratégies visant à promouvoir le tourisme durable peut également stimuler les investissements dans les infrastructures de transport en augmentant leur rentabilité.

Cette session examinera la manière dont les pays peuvent assurer une croissance écologiquement durable du tourisme grâce à des politiques de transport spécifiques. A cette fin elle se penchera notamment sur les questions suivantes :

- Les autorités devraient-elles investir dans des capacités supplémentaires ou, plutôt, mettre l’accent sur la diffusion de meilleures informations pour absorber les flux touristiques saisonniers ? Comment de telles actions peuvent-elles être financées ?
- Quels enseignements tirer des expériences visant à utiliser pour les déplacements touristiques les capacités ferroviaires disponibles globalement ou en dehors des périodes de pointe ?
- Quels liens peut-on créer entre les réseaux régionaux et urbains de pistes cyclables ? Le développement de ce type de liaisons peut-il faciliter l’utilisation par les touristes des transports à motricité humaine ?
- Existe-t-il une contradiction fondamentale entre les politiques nationales qui visent à réduire les effets des transports sur l’environnement et celles qui s’efforcent de
promouvoir le tourisme, notamment le tourisme international ? Comment résoudre une telle contradiction ?

**Information connexe:**

- *Tourism Facilitation as part of Transport Policy*, a joint ITF-OECD Study, 2015
- *Green Innovation in Tourism Services*, OECD, 2013
- *Sustainable Tourism and Local Development in Apulia Region*, OECD, 2011
- *Services Trade Liberalisation and Tourism Development*, OECD, 2007
- *Transport and Leisure*, ECMT, 2000

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**Speaker**

**Martina Eggler**  
Vice President Global Strategic Accounts  
Carlson Wagonlit Travel

In her current position, Martina Eggler is responsible for maintaining and growing a portfolio of customers in Germany, Austria, Switzerland and Eastern Europe. She is also press and company speaker for Carlson Wagonlit Germany. Prior to this position, Eggler was Vice President, Strategic Sales and Program Management, Marketing Central and Eastern Europe from 2007 to 2011. She has been a member of the Leadership Team since 2002, when she was made Vice President, Sales and Program Management, Marketing for Germany, Austria and Switzerland. Responsibility for Eastern Europe was added to her role in 2004.
As Head of Tourism at the OECD (Organisation for Economic Co-operation and Development), Alain Dupeyras manages, with the support of governments, the work of the Tourism Committee. The OECD Tourism Committee helps member and partner countries develop policies that address major challenges faced by the industry (e.g. competitiveness, quality jobs and skills, innovation, travel facilitation, taxation), promotes an integrated governmental approach to tourism, contributes to improved measurement and analysis of tourism services (e.g. Tourism Satellite Account, competitiveness, impacts of tourism at regional level), and enhances international co-operation in tourism. Before joining the OECD, Dupeyras held a post at the French bank for the development of small and medium-sized enterprises. He is a visiting professor in tourism policy and tourism economics in various universities, notably Paris I Panthéon Sorbonne in France.

Dirk Glaesser is Director for Sustainable Development of Tourism Department at the World Tourism Organization (UNWTO). The department deals with the different challenges and opportunities of tourism development, among them environment and planning, investment and finance, risk and crisis management. He supervises the Consulting Unit on Biodiversity and Tourism of the Organization based in Bonn, Germany. Glaesser won the ITB scientific award for his work on Crisis Management. He is the author of a number of publications which have been widely translated.

Since November 2012, Raimund Jennert has been Deputy National Chairman of the German Cyclist’s Association (Allgemeiner Deutscher Fahrrad-Club (ADFC)), responsible for cycling tourism. He has been active in the association since 1992, particularly in the development of tourism products "Explore Germany by Bicycle", "Cyclenet-Germany" and "ADFC quality cycle routes". Since 2004, Jennert has been chairman of the Sustainable Tourism Committee of the German Tourism Association DTV. Prior to this, Jennert was CEO of the Brandenburg tourist board, developing tourist infrastructure and mechanisms for quality assurance.
Speaker

Andrew McKellar
Secretary General for Mobility
Fédération Internationale de l'Automobile (FIA)

Andrew McKellar is the Secretary General for Mobility with the FIA, based in Paris. The FIA is the body representing the world’s leading motoring organisations. It brings together 237 national motoring and sporting organisations from 142 countries. Its member clubs represent more than 60 million individual members and their families. Through the FIA, McKellar is an advocate for the interests of motorists and road users around the world. His key priorities are to promote better access to affordable and sustainable transport solutions and to advance efforts to achieve improved road safety outcomes around the world. Prior to joining the FIA, Andrew was Chief Executive of the Australian Automobile Association.

Speaker

Lukas Stadtherr
Project management board member
SwitzerlandMobility Foundation

Since 2003, Lukas Stadtherr has been a co-owner of the company Velobüro and a project management board member of the SwitzerlandMobility Foundation. He is a member of the ECF (European Cyclists’ Federation) EuroVelo Council in Brussels, has managed several tourism projects in Austria, France, Switzerland and the Czech Republic and held keynote presentations in more than 10 European countries as well as overseas. Stadherr has worked for several years as a director of a company managing projects in town and country planning, traffic planning and tourism.

Moderator

Axel Threlfall
Moderator
Editor-at-Large for Reuters Television

Axel Threlfall is a lead anchor for Reuters Television, based in London. He also presents special reports for Reuters from events such as the World Economic Forum in Davos. Prior to joining Reuters, he spent four years as one of business news channel CNBC’s main presenters in London. Before that, he was a news reporter and editor with The Wall Street Journal in New York and Bloomberg in London. He has also advised businesses and non-government organisations on their dealings with the international media. Threlfall is frequently asked to moderate events for international organisations, including the United Nations and the Organisations for Economic Co-operation and Development (OECD).
Perspectives des transports: scénarios d'ici à 2050

Hall 4, Level +1

Mercredi, Mai 27, 2015, 12h30 - 14h00

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

International trade represents 50% of global GDP and is expected to increase 350% by 2050. Trade patterns will shift geographically, driven by changes in income distribution, consumption structure and relative productivity. As a result, global freight transport volumes will more than quadruple by 2050 while international tourist arrivals are expected to grow from 1.1 billion in 2013 to 2.6 billion in 2050.

The expected growth will create unprecedented challenges for the transport system and lead to increasing capacity constraints.

This interactive session will present scenarios for the development of global freight transport volumes through 2050 based on forecasts and analysis from the ITF Transport Outlook 2015. It will consider different trade liberalisation scenarios and the potential impacts on trade patterns and the resulting movements of freight and CO2 emissions. Insights from new work developed in relation to forecasts for air passenger transport to 2050 will also be presented.

Key questions for discussion in this session include:
- What are the trade and specialisation patterns over the next 50 years?
- How does trade liberalisation affect trade patterns and related movements of freight?
- What are the policy implications for future transport capacity and CO2 emissions?
- How might network configuration and air liberalisation influence air traffic growth and patterns in the future?

Related information:
ITF Transport Outlook 2015

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José Viegas has been Secretary-General of the International Transport Forum at the OECD since August 2012. A Portuguese national, Mr. Viegas has had a distinguished career in academia and in the private sector before joining the Forum as its chief executive. A full Professor of Transport at the Technical University of Lisbon, he served as Director of MIT-Portugal’s Transport Systems focus area and founded TRANSPORTNET, a group of eight European University Research Groups in Transport Systems. As chairman of TIS.pt consultants he successfully advised governments and international institutions including the World Bank and the European Commission on a number of high-profile policy initiatives and transport projects.

Gordon Wilmsmeier is an Economic Affairs Officer in the Infrastructure Services Unit at the Economic Commission for Latin America and the Caribbean. Previously he worked at UK’s Edinburgh Napier University’s Transport Research Institute (TRI). Wilmsmeier is an internationally recognised expert in the geography of maritime transport, port development and inland shipping issues with particular interests in shipping networks, competition, transport costs and energy efficiency. Wilmsmeier is honorary professor for Maritime Geography at the University of Applied Sciences in Bremen, Germany and visiting lecturer at Göteborg University, Sweden and Universidad Nacional de San Martín, Argentina.

Vincent Benezech is a Transport Analyst at the International Transport Forum. A member of the Research Unit, his main responsibilities concern the modeling framework for the production of the ITF forecasts. He previously worked as an economist at Réseau Ferré de France, the French railway infrastructure manager. He holds a Doctoral Degree from the Ecole des Ponts ParisTech, France, where he still teaches, and a Master’s Degree from the University of Oxford, UK. Benezech has published several research papers on topics including transport modeling, transport economics and public transport quality of service.
Luis Martinez is a Transport Analyst at the International Transport Forum’s Research Unit. He has been an Assistant Professor with the Civil Engineer Department, Instituto Superior Técnico, Portugal since 2011 and currently directs a number of doctoral dissertations under the MIT-Portugal programme in the transportation stream. Martinez has been a reviewer for several international journals in the field of transportation science and is the author of research papers on topics including transport modelling, transport economics and public transport design optimisation and simulation. Since 2004 he has been a researcher with CESUR (Center for Urban and Regional Systems). He was awarded a Doctoral Degree in Transportation from the Instituto Superior Técnico in 2010.

Eduardo Olaberría is an Economist at the Organisation for Economic Co-operation and Development (OECD) Economics Department. Before joining the OECD in 2012, he was the Head of the International Economic Analysis Unit of the Central Bank of Chile. He has also been a consultant for the World Bank and the Inter-American Development Bank. His fields of specialisation are international macroeconomics and finance, trade, fiscal policy and economic growth. He holds a Doctoral Degree in economics from the University of Maryland at College Park, USA.

Jari Kauppila works as a Senior Economist at the International Transport Forum (ITF). At the ITF he leads the team responsible for the ITF Transport Outlook and statistics. Prior joining the ITF in 2007, he spent eight years as an economist with the Ministry of Transport and Communications Finland. Besides his duties at the ITF, he is an Adjunct Professor in Transport Economics for Operations and Supply Chain Management at the Turku School of Economics in Finland.
Les transports, les échanges et le tourisme : la mobilité au service d’un monde connecté

Hall 1, Level +1

Mercredi, Mai 27, 2015, 14h00 - 16h00

Le commerce et le tourisme sont essentiels dans les économies mondialisées. Ils sont des moteurs importants de la croissance économique et constituent la base de la coopération économique et politique au plan international. Pour remplir ce rôle bénéfique le commerce et le tourisme dépendent de l’existence de systèmes de transport efficaces et fiables. Les progrès dans le domaine des infrastructures de transport, de la technologie et de l’encadrement réglementaire ont permis une croissance des échanges commerciaux et du tourisme, et de nouvelles avancées continuent de rendre de plus en plus aisés et sans ruptures les mouvements de marchandises et les déplacements de personnes.

La numérisation offre notamment des opportunités considérables pour augmenter la capacité, la sécurité et l’efficacité des infrastructures existantes de transport et pour offrir de meilleurs services de transport aux touristes, aux commerçants et aux utilisateurs des réseaux urbains.

En tant que pierre angulaire de la mobilité humaine et du commerce mondial, le transport se trouvera cependant confronté à de nombreux défis dans les décennies à venir. Le déplacement du centre de gravité économique vers les économies émergentes d’Asie et d’Afrique stimule la croissance rapide du commerce et des activités de transport au sein de ces régions et dans leurs relations avec d’autres parties du monde. Les chaînes d’approvisionnement font face à une incertitude croissante liée aux modifications des modes de production et de consommation. La progression du nombre de touristes en provenance des économies émergentes va accroître les pressions qui s’exercent sur les réseaux de transport international et domestique partout dans le monde. La manière dont le transport pourra relever ces défis aura des conséquences importantes sur le caractère écologiquement viable de la croissance du commerce et du tourisme.

Cette session mettra en exergue les principaux thèmes du Sommet 2015 et examinera le rôle du transport en tant qu’élément clé pour le commerce et le tourisme.

- Quelles approches sont nécessaires pour les transports afin de leur permettre de répondre aux nouveaux flux commerciaux ? Quelles stratégies développer pour réduire les risques et les incertitudes dans les chaînes logistiques ?
- Comment assurer une meilleure coordination et cohérence entre les politiques traitant du commerce et celles relatives au tourisme, notamment en ce qui concerne la demande d’infrastructures ?
Comment la numérisation et les avancées technologiques peuvent-elles rendre plus aisée l’intégration des infrastructures et services de transport en vue de faciliter le commerce et le tourisme ?

**Information connexe:**

[Tourism Facilitation as part of Transport Policy](#), a joint ITF-OECD Study, 2015

[Capitalising on the Grey-haired Globetrotters](#), ITF, 2015

[Long-distance Trade](#), ITF Annual Consultation Day with International Organisations 2015

[Issues for Trade in the Last Mile](#), ITF Annual Consultation Day with International Organisations 2015

[Transport and Long-distance Tourism](#), ITF Annual Consultation Day with International Organisations 2015

[Tourism in the Last Mile: Local and Regional Context](#), ITF Annual Consultation Day with International Organisations 2015

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Pravin Krishna is Chung Ju Yung Distinguished Professor of International Economics and Business at Johns Hopkins University, USA (School of Advanced International Studies and Department of Economics), Visiting Senior Research Scholar and Deputy Director of the Raj Center for Indian Economic Policy at Columbia University, USA, and Research Associate at the National Bureau of Economic Research (NBER). Krishna’s fields of research interest are international economics, political economy and development. He has published articles in a number of scholarly journals including the American Economic Review, Journal of Political Economy, the Quarterly Journal of Economics, the Journal of International Economics and the Journal of Development Economics. He is the author of Trade Blocs: Economics and Politics (Cambridge University Press, 2005).

Simon Bridges is New Zealand’s Minister of Transport and Minister of Energy and Resources. He is Associate Minister for Climate Change Issues and Associate Minister of Justice. Bridges represents the electorate of Tauranga and is Deputy Leader of the House in the current government. Prior to standing for Parliament and election in 2008, Bridges worked as a Senior Crown Prosecutor. Since election, he has been a member of the Law and Order Select Committee, the Auckland Governance Select Committee, and the Maori Affairs Select Committee.

Alexander Dobrindt has been the Federal Minister of Transport and Digital Infrastructure since December 2013. Previously, he was the Executive Secretary of the Christian Social Union (CSU) of Bavaria from 2009. He has been a Member of the German National Parliament (Bundestag) since 2002 where he was Deputy Chairman of the Bundestag Committee on Economic and Labour Affairs from 2005 to 2005. From 2005 to 2008 he was Economic Policy Spokesman of the CSU Parliamentary Group and from November 2008 to February 2009 Chairman of the Education and Research Working Group of the CDU/CSU Parliamentary Group.
Anna Johansson has been Minister for Infrastructure in the Swedish Government since 2014. She is chairman of the Social Democrats in Gothenburg Municipality, deputy member of the executive board of the Social Democrats and was deputy municipal commissioner in Gothenburg Municipality from 2009 to 2014. Johansson was elected to the Swedish Riksdag (parliament) in the 2014 general election.

Maksim Sokolov was appointed Russia's Minister of Transport in May 2012, having been Director of the Government Department of Industry and Infrastructure since 2009. Prior to this, he was a Member of the Saint Petersburg Government and Chairman of the Committee for Economic Development, Industrial Policy and Trade. From 2004 to 2009, Sokolov was Chairman of the Committee for Investment and Strategic Projects for the city of Saint Petersburg. From 1999 to 2004 he was Director-General of Corporation S., and from 1992 to 1999, Director-General of Rossiya. Previously, Sokolov was a Lecturer at the Economics Department of Saint Petersburg State University.

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.
Yuriria Mascott Pérez has been Mexico's Undersecretary of Transportation since 2014. Prior to this appointment, Mascott Pérez has been General Director of the Mexican Postal Service, Sepomex, since December 2012. She has extensive experience in the transport and communications sector, having held various positions since 1995, including at the Federal Commission of Electricity.

Dai Dongchang is a Communist Party of China (CPC) Leadership Member of the Ministry of Transport with responsibility for transport planning. Between 2009 and 2014, Dongchang was Chief Planner of the Ministry of Transport, having been Director-General of the Department of Highway of the Ministry from 2007 to 2009. Prior to this, he was President and Deputy Party Secretary of the Research Institute of Highway. Dai Dongchang has over 23 years of professional experience with various institutes, including the Ministry of Communications and the World Bank Resident Mission in China.

Angel Gurría is the Secretary-General of the OECD since June 2006. He was re-appointed to a second mandate in September 2010. As OECD Secretary-General, he has reinforced the OECD's role as a "hub" for global dialogue and debate on economic policy issues while pursuing internal modernisation and reform. Gurría is a Mexican national and came to the OECD following a distinguished career in public service in his country, including positions as Minister of Foreign Affairs and Minister of Finance and Public Credit in the 1990s. Gurría holds a Bachelor of Arts Degree in Economics from UNAM (Mexico) and a Master of Arts Degree in Economics from Leeds University (United Kingdom).
José Viegas has been Secretary-General of the International Transport Forum at the OECD since August 2012. A Portuguese national, Mr. Viegas has had a distinguished career in academia and in the private sector before joining the Forum as its chief executive. A full Professor of Transport at the Technical University of Lisbon, he served as Director of MIT-Portugal’s Transport Systems focus area and founded TRANSPORTNET, a group of eight European University Research Groups in Transport Systems. As chairman of TIS.pt consultants he successfully advised governments and international institutions including the World Bank and the European Commission on a number of high-profile policy initiatives and transport projects.

Yi Xiaozhun has extensive experience in world trade and economics, both as a senior government official and subsequently as China’s ambassador to the World Trade Organization (WTO). He represented China as a key negotiator in China’s WTO accession process, making an important contribution to the negotiations. Prior to becoming China’s ambassador to the WTO in 2011, Yi was Assistant Minister and subsequently China’s Vice Minister of Commerce in charge of multilateral and regional trade negotiations and co-operation. He played a leading role in negotiating numerous free trade agreements (FTAs), including the China-ASEAN agreement, China’s first FTA. He also worked as a diplomat at the Chinese Embassy in the United States for more than four years from the late 1980s to the early 1990s.

Dr. Melinda Crane is Chief Political Correspondent at Deutsche Welle-TV and hosts the talk shows "Quadriga" and "People and Politics" She was Senior Producer of "Global Players" on CNBC. She has moderated a wide variety of podium discussions and conferences for public organisations and private sector clients. Among her areas of expertise are transatlantic politics; women, family education issues; climate and environment; business and economics; new media and the internet. Dr. Crane holds a Juris Doctorate from Harvard Law School and a PhD in political economy from the Flettscher School of Law and Diplomacy.
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)

Staff Contact:

Olaf Merk
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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.
Speaker

Ronald Widdows
Chairman
World Shipping Council

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.

Moderator

Pat Cox
Moderator
Journalist and former President of the European Parliament

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 RTE, Ireland’s national broadcaster, from 1982 to 1986 and Secretary General Progressive Democrat Party (Ireland) between 1986 and 1989.
Le transport au service des touristes et des voyageurs : améliorer le vécu des usagers

Hall 3, Level +1

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

Les besoins de connectivité d’un monde globalisé soulignent l’importance de pouvoir disposer d’infrastructures intermodales parfaitement intégrées et de bonnes liaisons intermodales afin d’effectuer des déplacements sans rupture. Des terminaux intermodaux où les voyageurs peuvent facilement changer de modes de transport, un accès rapide à l’information et un sentiment de sécurité, de sûreté et de confort renforcent l’attractivité des transports publics. Un accès mobile gratuit ou à faible coût à des systèmes de préparation d’itinéraires ou à d’autres informations pertinentes peuvent faciliter pour les voyageurs les transferts entre modes, mais la disponibilité du WiFi et les frais à payer pour les services de données en itinérance constituent, entre autres difficultés, des obstacles qui doivent être surmontés.

L’intégration optimale des transports publics dans la conception d’un terminal de transport doit aller de pair avec la mise en place de systèmes intégrés d’information et de billetterie. Un réseau de transport totalement intégré nécessite une coordination entre de multiples intervenants, notamment les autorités publiques, les gestionnaires de terminaux, les transporteurs et les associations d’usagers. Le rôle des organismes de régulation pour harmoniser et faciliter l’interconnectivité est crucial, tout comme l’existence d’un cadre légal et réglementaire approprié.

Cette session sera consacrée notamment à l’examen des questions suivantes :

- Quels sont les principaux obstacles à l’intermodalité et l’interconnectivité des transports de voyageurs ?
- Comment le secteur des transports peut-il tirer le meilleur parti possible des technologies existantes pour personnaliser les voyages à un coût raisonnable ?
- Comment les services personnalisés peuvent-ils concerner tous les groupes démographiques, aussi bien les millennials (ou Génération Y) que les personnes âgées ou à mobilité réduite, afin d’assurer l’inclusion sociale ?
- Quels sont les défis que soulève au niveau de la protection de la vie privée et de la sûreté, l’utilisation intensive des données personnelles ? Le secteur des transports est-il prêt à les relever de manière efficace ?

Information connexe:

Tourism Facilitation as part of Transport Policy, a joint ITF-OECD Study, 2015
Capitalising on the Grey-haired Globetrotters, ITF, 2015

Tourism in the Last Mile: Local and Regional Context, ITF Annual Consultation Day with International Organisations 2015

Staff Contact:

Antigoni Lykotrafiti
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Speaker

Luis Maroto
President and CEO
Amadeus, Spain

Luis Maroto has been President and CEO of Amadeus since January 2011. He joined Amadeus in 1999 as Director of Marketing and Finance. In 2003, he was promoted to Chief Financial Officer (CFO) and Vice President Finance. Prior to joining Amadeus, Maroto held several management positions at the Bertelsmann Group, in the areas of marketing and business planning, and finance. Maroto holds an Master's Degree in Business Administration and has a postgraduate qualifications from Harvard Business School and Stanford, USA.

Speaker

Scott Sedlik
General Manager, Europe, Middle East and Africa
INRIX, Inc.

Scott Sedlik is the General Manager of INRIX in Europe. Based in Munich, he leads company strategy and sales efforts for Europe, the Middle East and Africa (EMEA). Since joining the company in 2005, Sedlik has held numerous executive roles at INRIX that includes leading market and product planning for the company’s connected car and smart cities initiatives worldwide as well as global marketing. Previously, he was Vice President of Products and Marketing at BSQUARE from 2001 to 2004 and held executive positions at other early stage technology companies including InfoMove and Corbis. Sedlik’s domain expertise includes automotive telematics, mobile apps, Software as a Service (SaaS), Big Data and e-commerce. He has a successful track record of building leadership positions with public and startup companies in emerging markets from early-stage to international presence.
Jussi Pajunen is in his second seven year term as Mayor of Helsinki. Prior to this he held numerous municipal positions including as a member of the City Council, a member of the City Board and Chairman of the City Board. With 40,000 employees, the City of Helsinki is the biggest employer in Finland with a 4.4 billion euro budget. Under his leadership, Helsinki has been developed as a global business hub and centre of knowledge, basing its attractiveness on being Fun and Functional. Under the theme “Open Helsinki”, the city is aiming to become a global leader in openness, citizen participation and smart city development. Pajunen was personally involved in Helsinki’s successful bid to become World Design Capital in 2012.

Jane Barratt is Secretary General of the International Federation on Ageing (IFA) comprising government, industry, academia and non-governmental members in 62 countries and representing some 50 million older people. Barratt has direct responsibility for the IFAs global operational performance, quality and strategic implementation and business development including representation at the UN and relations with the Ageing and Life Course Department of the World Health Organization (WHO). She is a member of the Executive Committee for the WHO global network of age-friendly cities and communities which is responsible for setting the global strategic direction.

Daniela Bas has been Director of the Division for Social Policy and Development at the United Nations Department of Economic and Social Affairs (DSPD/UNDESA) since 2011. As a specialist in international politics, human rights and social development, Bas served as a senior human rights consultant designated by the Italian Ministry of Foreign Affairs. She has also provided her expertise on anti-discrimination issues at the Council of Ministers. Bas has worked for close to 10 years for the UN as a Professional Officer in social development and human rights.
Elisif Elvinsdotter is a Swedish TV and radio journalist with broad experience from some of Sweden’s top news and current affairs programmes. She has been the anchor for Sweden’s no. 1 investigative programme, Uppdrag Gransknings, as well as the host of both commercial TV4 and public SVT’s morning show. Since 2009 she has worked as a professional moderator, specialising in transport and business issues. In 2011 she was given an honorary award for “Best moderator” in Sweden. Her clients include EY, VTI and a number of governmental departments and institutions.
Échanges sur l’innovation dans les transports

Hall 3, Level +1

Jeudi, Mai 28, 2015, 09h00 - 10h30

This session will consist of 3 presentations from dynamic speakers to showcase examples of recent transport innovations.

Staff Contact:

Philippe Crist
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Speaker

Hans Arby
CEO
UbiGo

Hans Arby is Chief Executive Officer of UbiGo, a subscription service providing everyday transport for households in Sweden, allowing them mobility without the need for a car. The service combines public transport, car-sharing, rental car service, taxi and a bicycle system.

Speaker

Jim Athanasiou
General Manager - Business Improvement
The St. Lawrence Seaway Management Corporation (SLSMC)

The SLSMC is responsible for operating and maintaining the water navigation infrastructure leading into the North American Great Lakes. Jim Athanasiou is responsible for identifying innovation and technologies that can be implemented to improve efficiencies across the business. Modernisation of the seaway locks, through the use of vacuum technology and remote operations, is under his leadership. Prior to joining the SLSMC, Athanasiou worked in the pulp and paper industry, and holds a Master’s Degree in Business Administration.
Speaker

Sarah Hunter
Head of Public Policy
Google [x]

Sarah Hunter has been Head of Public Policy at Google [x] since August 2013. Google [x] is a team of inventors and engineers that applies audacious thinking and technology to big problems for positive social change. Hunter works closely with all of Google [x] product teams, from self-driving cars to life sciences to Unmanned Aerial Vehicles (UAVs) and balloon-powered internet (Project Loon). Prior to joining Google [x], she ran the Public Policy team for Google in the UK for four years. Before joining Google, Hunter worked as an advisor to the then UK Prime Minister Tony Blair on Media, Arts and Sport policy from 2001 to 2005. She has also worked as a media policy expert for a number of UK broadcasting companies, including the BBC (British Broadcasting Corporation).

Speaker

Philippe Crist
Economist
International Transport Forum

Philippe Crist is an Economist and Administrator at the International Transport Forum (ITF) at the Organisation for Economic Co-operation and Development (OECD). Crist is responsible for coordinating several international research initiatives amongst ITF members. Current projects focus on improving cycling safety, assessing GHG emission strategies in the transport sector, as well as investigating national transport asset and network management strategies. He serves on the advisory boards for several transport, climate change and urban policy research programmes.

Moderator

Marc Juhel
Port and Transport Advisory Services, United States

Marc Juhel became the World Bank’s Sector Manager of Transport in the Bank’s Transport, Water and Information and Communication Technologies Department. His specific areas of expertise are the development planning of port facilities, the economic, financial and institutional aspects of transport systems administration and management, and the integration of national logistics functions within the international transport system, focussing in particular on transport and trade facilitation issues. While providing operational support to transport projects undertaken with World Bank financing, his duties entail a close follow-up on the managerial and technical developments in the transport industry, as well as in the field of supply chain management and related logistic activities.
Le transport aérien face à l’évolution des chaînes logistiques

Hall 2, Level +1

Jeudi, Mai 28, 2015, 09h00 - 10h30

Le transport aérien de marchandises joue un rôle important bien que souvent négligé dans le commerce international. Du fait des transports en soute, il dépend étroitement du développement des vols internationaux de passagers. Alors qu’il ne représente qu’environ 0,1% des tonnes-kilomètres acheminées, le transport aérien se concentre sur des marchandises à haute valeur ou très sensibles au facteur temps. En termes de valeur, ce volume modeste représente 35% du commerce mondial. D’un point de vue stratégique, le transport aérien de marchandises constitue le pilier sur lequel repose la chaîne de valeur mondiale de certains secteurs tels que les produits pharmaceutiques, les denrées périssables, l’électronique, l’industrie aérospatiale, le commerce électronique et d’autres biens à haute valeur.

Le transport aérien de marchandises s’est trouvé confronté à une pression croissante du secteur maritime qui a fait de grands progrès sur le plan de la fiabilité. Grâce à des coûts significativement plus bas, le transport maritime est parvenu à réduire de manière continue la part de marché du transport aérien de fret. Dans le même temps, le transport aérien postal qui, historiquement, est antérieur au transport aérien commercial de passagers, a connu de profondes transformations : entre 2002 et 2012, le nombre de lettres acheminées en trafic international a diminué de près de 40% tandis que le nombre de paquets internationaux a augmenté d’un tiers. Ce changement a conduit à un transfert du trafic postal qui, au lieu d’être assuré par les compagnies aériennes traditionnelles de transport de voyageurs et de marchandises, est désormais acheminé par des sociétés de transport express disposant de moyens aériens.

Cette session examinera les sujets suivants :

- Quelles sont les perspectives à court et à long termes pour le transport aérien de marchandises ? Comment les compagnies de transport aérien de voyageurs, les entreprises spécialisées dans le fret aérien et les sociétés de transport express s’adapteront-elles pour faire face aux changements qui affecteront le cadre de leurs activités ?
- Comment la transformation en cours du transport postal (davantage de petits paquets issus du commerce électronique, moins de lettres prioritaires de première catégorie) affectera-t-elle le secteur du transport aérien de marchandises ?
- Quels sont les gains potentiels qui pourraient résulter d’une plus grande libéralisation du secteur aérien pour le transport de marchandises par avion ?
- Comment les gouvernements peuvent-ils faciliter le développement de la chaîne logistique mondiale pour le transport aérien de fret dans un contexte marqué par un
renforcement des mesures de sûreté ?

Information connexe:

Liberalisation of Air Transport Summary: Policy Insights and Recommendations, ITF, 2015

Air Service Agreement Liberalisation and Airline Alliances, ITF, 2014

Staff Contact:

Alain Lumbroso
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Speaker

Dorothee Bär
Parliamentary State Secretary, Federal Ministry of Transport and Digital Infrastructure
Germany

Dorothee Bär was appointed Parliamentary State Secretary at the Federal Ministry of Transport and Digital Infrastructure in December 2013. Her responsibilities include being Federal Government Coordinator for Freight Transport and Logistics since January 2014. Prior to this, Bär was Deputy Secretary-General of the Christian Social Union of Bavaria (CSU) from 2009 to 2013. Since 2011, she was been Chair of CSUnet, having previously been Chair of the CSU Internet Council. Bär has been a member of the German parliament (Bundestag) since 2002.

Speaker

James R. Billing
Managing Director Market Analysis
Boeing Commercial Airplanes

James Billing is the leader of Boeing Commercial Airplanes’ Airline Market Analysis Group. His team is responsible for providing Boeing’s market outlook for the future of air transportation and the demand for commercial jet airplanes. The Market Analysis team consists of experts from a variety of fields including economics, airline strategy, network development, fleet planning, air cargo, aviation infrastructure, product development, and aftermarket services. Each year, Market Analysis publishes Boeing’s “Current Market Outlook”, a forecast of the future of air transportation developments, including an assessment of key industry trends, traffic growth, fleet development, and airplane delivery requirements. The group also prepares the biennial Boeing “World Air Cargo Forecast” which focuses on the future of the air cargo industry, provides a forecast of air cargo growth and the freighter fleet.
Glyn Hughes has overall responsibility to ensure the International Air Transport Association (IATA) delivers on the agenda agreed by the Cargo Committee to support the Air Cargo industry. Priority areas include safety, security, quality, special cargoes, operations, modernisation and industry sustainability. He became IATA's Global Head of Cargo in June 2014, having joined IATA in 1991. He previously headed the IATA Cargo Agency and Cargo Accounts Settlement System (CASS) programs growing the CASS network to cover more than 80 operations in over 75 countries processing more than 18 million airway bills with a combined settlement value in excess of USD 30 billion. Hughes has been involved in air cargo for over 30 years, having started his career with British Caledonian in the UK.

Since 2008 Vladimir Zubkov has been Vice President of Volga-Dnepr Group of Companies, responsible for relations with international organisations and governments. His role involves maintaining relations with International Civil Aviation Organization (ICAO), International Air Transport Association (IATA), Airports Council International (ACI), International Air Cargo Association (TIACA) and UN. He led a multi-disciplinary team in the introduction of paperless environment for cargo transportation (e-freight and e-AWB) in Russia, bringing this to a successful conclusion in May 2012. He has also worked with Asia-Pacific Economic Cooperation (APEC) on development of e-commerce in the transportation sector. In 2011, Zubkov was listed in the Top 1 000 Russian managers.

Al Bedran was appointed Europe Region Transportation District Manager in 2013, having been Corporate Transportation Manager since 2010. Prior to this, in the US, since 2006 he has been Alabama District manager, then Kansas District Manager following various assignments. Bedran began his UPS career in 1979 as a part-time package handler in the North Florida District, USA. Following numerous district assignments he was promoted to Jacksonville Hub Sort manager in 1990. He completed a special assignment in Atlanta in the Corporate Hub and Feeder function before being named Central Florida District Hub Division manager in 1993.
Axel Threlfall is a lead anchor for Reuters Television, based in London. He also presents special reports for Reuters from events such as the World Economic Forum in Davos. Prior to joining Reuters, he spent four years as one of business news channel CNBC's main presenters in London. Before that, he was a news reporter and editor with The Wall Street Journal in New York and Bloomberg in London. He has also advised businesses and non-government organisations on their dealings with the international media. Threlfall is frequently asked to moderate events for international organisations, including the United Nations and the Organisations for Economic Co-operation and Development (OECD).
L’atténuation de l’impact climatique des échanges et du tourisme imputable aux transports

Hall 1, Level +1

Jeudi, Mai 28, 2015, 11h00 - 12h45

Une série de présentations de dirigeants du secteur et échanges avec les ministres.

La connectivité des transports est un facteur essentiel qui facilite dans le monde entier les échanges et le tourisme, or ces activités sont des moteurs importants de l’innovation, de la croissance économique et de la création d’emplois dans des économies mondialisées. Les décideurs dans le domaine des transports demeurent confrontés au défi considérable que représentent les flux mondiaux croissants d’échanges commerciaux et de touristes alors qu’il leur faut réduire les effets des transports sur l’environnement – et notamment, les émissions de dioxyde de carbone liées aux transports. Cet enjeu revêt aussi de l’importance dans les efforts déployés afin de parvenir à un engagement mondial d’atténuation du changement climatique.

La mondialisation des transports de voyageurs et de marchandises a ouvert de nouveaux débouchés pour des technologies nouvelles et de nouveaux types de services de transport au bénéfice de tous. L’innovation technologique et l’apparition de nouveaux modèles économiques dans la mise à disposition d’infrastructures et de prestations de services de transport permettent de concilier en partie le rôle important de facilitateur de la croissance économique que jouent les transports avec la limitation de leurs effets sur les émissions qui aggravent le changement climatique, entre autres incidences environnementales.

La 21ème Conférence des Parties à la Convention-cadre des Nations Unies sur les changements climatiques (COP21), qui se tiendra en novembre-décembre 2015 à Paris, a pour but de parvenir à un accord international pour limiter le réchauffement de la planète à moins de 2°C et adapter les sociétés aux conséquences qui se font d’ores et déjà sentir. En complément de l’accord international attendu, le « Programme d’action » lancé en décembre 2014 lors de la COP20 tenue à Lima fait connaître et encourager les initiatives non gouvernementales en faveur de l’atténuation du changement climatique et de l’adaptation à ses effets, en particulier dans le secteur des transports.

Conçu pour servir de vecteur d’innovations en matière de technologies, de services, de modus operandi et – dans certains cas – de politiques, ce programme d’action devrait présenter comme avantage connexe important de faciliter le transfert de technologie et de connaissances vers les pays en développement.

Le commerce et le tourisme, ainsi que le Programme d’action de la COP21, sont susceptibles d’engendrer et d’accélérer, chacun selon son échelle et son rythme propre, l’innovation dans les transports et sa diffusion.

Le Sommet annuel du FIT à Leipzig se tiendra six mois avant la 21ème Conférence des Parties à la Convention-cadre des Nations Unies sur le changement climatique, et il offre la possibilité aux Ministres de dialoguer avec des capitaines d’industrie, des personnalités éminentes du monde universitaire et des acteurs de la société civile sur les initiatives en cours pour que le secteur des transports soit décarboné et durable dans un contexte de flux de transports mondialisés.

Les points qui pourraient être abordés dans le débat entre les Ministres et parties prenantes dans le cadre d’une séance ministérielle ouverte sont en particulier les suivants :

- Quels sont les principaux problèmes identifiés par les Ministres que pose la croissance des échanges et du tourisme et qui sont liés aux transports ?
- Que pensent les Ministres et les représentants de la profession des innovations technologiques et des modèles économiques innovants dans le domaine des transports qui pourraient contribuer à promouvoir des échanges et un tourisme durables, et que pensent-ils notamment des politiques visant à atténuer l’impact des transports sur le climat et des avantages connexes qu’elles procurent en termes d’efficience des transports, de sécurité et de santé ?
- Comment les pouvoirs publics et la profession peuvent-ils ensemble définir le cadre réglementaire approprié qui permettra de concilier les incitations à l’innovation dans les transports en vue d’atténuer leurs effets sur l’environnement et créer un climat de confiance pour inciter les entreprises à investir dans les actifs de transport ?
- Qu’attendent les Ministres du Programme d’action de la COP 21 ?

Information connexe :

Transport Commitments made at the UN Secretary General’s Climate Summit and emerging initiatives offer opportunity for Transformative Change of the transport sector

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Georg Kapsch became CEO of Kapsch TrafficCom AG in 2002 and has been CEO of Kapsch Group since 2001. From 2012 he has been President of the Federation of Austrian Industries, having been President of the Vienna Regional Group of the Federation between 2008 and 2012. Between 2003 and 2008 he was Vice President of the Austrian Electrotechnical Association. Between 2002 and 2012 Kapsch was Chairman of both the Austrian Electronic Association between and the Vienna University of Applied Sciences “Technikum Wien”.

In May 2012, Jean-Dominique Senard succeeded Michel Rollier as CEO of the Michelin Group, having been appointed Managing General Partner alongside Rollier in 2011. He joined Michelin in 2005 as Chief Financial Officer and a member of the Michelin Group Executive Council. As a member of Alcan’s Executive Committee, he was in charge of integrating Péchiney and served as Chairman of Péchiney SA. He was also head of Péchiney’s Primary Metal sector until 2004, having been Chief Financial Officer of Péchiney and a member of its Group Executive Council (1996-2001). He began his career in various financial and operational positions with Total and then Saint Gobain. Senard is a graduate of France’s HEC business school and also holds a Master’s Degree in Law.

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 RTE, Ireland’s national broadcaster, from 1982 to 1986 and Secretary General Progressive Democrat Party (Ireland) between 1986 and 1989.
Améliorer la résilience et la viabilité écologique du système de transport

Hall 1, Level +1

Jeudi, Mai 28, 2015, 15h00 - 16h30

La vulnérabilité des systèmes de transport face à des événements climatiques, politiques ou économiques extrêmes devient de plus en plus manifeste. Face au changement climatique qui peut, par exemple, multiplier les coûts découlant des perturbation de ces systèmes à la suite de fortes tempêtes, des actions dont nécessaires à la fois pour réduire les émissions de gaz à effet de serre et pour s'adapter à cette nouvelle situation. La résilience aux aléas climatiques des infrastructures doit être prise en compte aux différents stades de la planification. Une telle approche peut entraîner une augmentation des dépenses qui, à leur tour, sont susceptibles de détourner des ressources prévues à l'origine pour l'expansion des infrastructures.

De nombreuses chaînes logistiques sont fragiles et peuvent facilement être interrompues lorsque se produisent des événements naturels, politiques ou économiques extrêmes. De multiples évolutions interdépendantes dans le secteur du commerce ont augmenté la fragilité des chaînes logistiques à un moment où le champ et l'intensité des menaces se sont accrus, y compris en raison du terrorisme et de la piraterie. Des outils de planification sont disponibles pour aider les entreprises et les gouvernements à concevoir des stratégies en matière de risque et de résilience. La nécessité de trouver un indispensable compromis entre l’efficacité et la redondance se trouve au cœur de ces modèles. Le coût élevé des catastrophes ayant affecté les chaînes d’approvisionnement dans la dernière décennie suggère que l’équilibre de ce compromis doit être modifié en donnant plus de poids à la réduction des risques et à la résilience.

Lors de cette session, les décideurs politiques et les dirigeants de l’industrie examineront les enjeux stratégiques et le rôle respectif des gouvernements et du secteur privé pour :

- Elaborer des stratégies afin d’augmenter la résilience des réseaux et d’améliorer leur fiabilité.
- Trouver des réponses en cas de perturbations majeures des systèmes de transport.
- Réduire l’empreinte carbone des transports.
- Mettre en place une collaboration et des plans d’action conjoints afin d’accroître la résilience des transports.

Information connexe :

Building Supply Chain Resilience: A Review of Challenges and Strategies, ITF, 2014

Staff Contact:

Stephen Perkins
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Speaker

Andrés Gómez-Lobo
Minister of Transport and Telecommunications
Chile

Andrés Gómez-Lobo is Chile’s Minister of Transport and Telecommunications. He was chief of staff of the Ministry of Transport between 2008 and 2010. As a consultant, Gómez-Lobo has advised public and private organizations on issues of infrastructure, natural resources, grants, public transport and telecommunications, including the World Bank, National Economic Prosecutor, Civil Aeronautics Board and Ministry of Public Works. He has served as Academic Director of the Masters in Public Policy and Academic Director of the Diploma in Territorial Policies, Urban and Environmental Faculty of Economics, University of Chile.

Speaker

Violeta Bulc
European Commissioner for Transport
European Commission

Violeta Bulc has been European Commissioner for Mobility and Transport since 2014, prior to which she served as Deputy Prime Minister, Minister Responsible for Development, Strategic Projects and Cohesion in the Government of Slovenia. From 2013 to 2014, Bulc was Chief of the Program Committee of the SMC Party, Slovenia. She was also CEO of Vibacom Ltd, Sustainable Strategies and Innovation Ecosystems from 2000 to 2014. Between 1999 and 2000 she was Vice-President of Telemach, a telecommunications provider.
Chong Meng Tan is the Group CEO of PSA International, one of the world’s largest port operators. Before taking up this position in 2011, Chong Meng Tan was Executive Vice President, Global Commercial, Shell Downstream, of the Royal Dutch Shell Group where he had spent over 20 years in an international management career spanning sales, marketing, trading, refinery operations, customer service, and mergers and acquisitions. Prior to Shell, he served for five years at Singapore’s Ministry of National Development. As well as his duties at PSA, Chong Meng Tan is currently a non-executive director of Singapore’s National University Health System; and a director of IE Singapore, the state agency which promotes the internationalisation of Singapore’s enterprises.

Peter Davie joined Lyttelton Port of Christchurch (LPC) as Chief Executive in 2003. Since his commencement, he has had a strong focus on relationships with customers and staff, and improving operating systems. He has been heavily involved in upgrading infrastructure and expanding container facilities. This has been critical since the 2011 and 2012 Canterbury earthquakes which damaged 75% of the Port’s wharves. The Company has since faced unprecedented challenges as it supports Christchurch City’s post-quake rebuild and Canterbury’s growing economy. His long term vision for the rebuild and enhancement of the Port will be the largest development in the Port’s history and one of the most significant recovery projects ever undertaken in New Zealand.

In January 2013, Frank Brenner was appointed Director General of EUROCONTROL, the European Organisation for the Safety of Air Navigation: an intergovernmental Organisation with 41 Member States. The Organisation aims to build a Single European Sky that will deliver the air traffic management performance required for the twenty-first century and beyond. Since taking up his functions at EUROCONTROL, Brenner has initiated the development of a Vision and Strategy, including supporting controllers with new technology to increase safety. Prior to joining EUROCONTROL as Deputy Director General in November 2012, Brenner was General Manager Operations for FABEC, the largest of the new Functional Airspace Blocks covering Belgium, France, Germany, Luxembourg, the Netherlands and Switzerland.
Joakim Reiter (Sweden) took up the position of Deputy Secretary-General on 1 April 2015. Immediately prior to joining UNCTAD, Reiter was the Deputy Director General at the Ministry of Foreign Affairs of Sweden, heading the Department for International Trade Policy. From 2011 to 2014, he held the position of Ambassador and Permanent Representative of Sweden to the World Trade Organization (WTO). Reiter was Minister Counsellor and Head of the Trade Section at the Representation of Sweden to the European Union in Belgium from 2008 to 2011. From 2004 to 2008, he served at the European Union Directorate General for Trade in the European Commission, where he was involved in a number of multilateral, regional and bilateral negotiations with countries at different levels of development. In 2006, he served as Vice-Chair of the Organisation for Economic Co-operation and Development (OECD) Working Party of the Trade Committee.

Prior to joining World Travel & Tourism Council as President and CEO in November 2010, Scowsill worked for six years in private equity and venture capital, completing deals in technology and travel sectors. He was chairman of PrivateFly and Yuuguu.com; vice-chairman World Hotels AG; non-executive director of On the Beach holidays and Venere.com. Scowsill was CEO of Opodo.com, a pan-European online travel company, from 2002 to 2004, building the business from start-up. He joined the board of Hilton International in 1997 as Senior Vice President of Sales, Marketing and IT. Scowsill was Regional General Manager Asia/Pacific at British Airways from 1993 to 1997. He established the joint service agreement and global alliance with Qantas.

Dr. Melinda Crane is Chief Political Correspondent at Deutsche Welle-TV and hosts the talk shows "Quadriga" and "People and Politics". She was Senior Producer of "Global Players" on CNBC. She has moderated a wide variety of podium discussions and conferences for public organisations and private sector clients. Among her areas of expertise are transatlantic politics; women, family education issues; climate and environment; business and economics; new media and the internet. Dr. Crane holds a Juris Doctorate from Harvard Law School and a PhD in political economy from the Fletscher School of Law and Diplomacy.
Faciliter les échanges et les transports au niveau mondial

Hall 2, Level +1

Jeudi, Mai 28, 2015, 17h00 - 18h30

L’efficacité dans le domaine des échanges commerciaux et des transports de marchandises contribue fortement à la compétitivité des économies nationales. La qualité du secteur logistique (procédures douanières, services de positionnement et de suivi, infrastructures globales et compétences logistiques) va de pair avec le développement des échanges commerciaux. Pris dans leur ensemble, les composants de la logistique commerciale ont un impact sur le commerce beaucoup plus significatif - de plusieurs ordres de grandeur - que la distance ou le coût du transport. Les améliorations susceptibles d’être apportées au niveau des administrations douanières et des infrastructures de transport et de communication conduiraient à elles seules à une augmentation de près de 5% du PIB mondial, soit six fois plus que ce qui résulterait de la suppression totale des barrières tarifaires au niveau mondial.

Des obstacles aux échanges commerciaux affectent les différents maillons de la chaîne d’approvisionnement. Des barrières significatives autres que physiques telles que des retards dans les ports et aux frontières, des procédures douanières inefficaces, des contrôles redondants ou l’absence de documents normalisés, ont toutes un effet négatif sur le commerce mondial.

Les gouvernements ont un rôle essentiel à jouer pour l’amélioration de la logistique et de la compétitivité sur le plan commercial. La connectivité transfrontalière peut nécessiter des investissements dans des infrastructures mais la facilitation du commerce n’implique pas toujours des investissements dans des infrastructures physiques. La normalisation des procédures tout au long de la chaîne logistique peut réellement réduire le coût des échanges commerciaux. Une gestion efficace aux frontières est cruciale pour éliminer des retards qui pourraient être évitables et augmenter la prévisibilité des temps de passage des frontières. L’accès aux installations portuaires de base est important pour faire face aux volumes croissants du commerce international.

Ce panel examinera des sujets essentiels pour la facilitation du commerce et des transports tant au niveau des frontières que des liaisons entre les modes de transport et d’autres interfaces. Les questions suivantes seront notamment abordées :

- Quel rôle les accords bilatéraux/multilatéraux de transport jouent-ils et quelles sont leurs implications pour le commerce ?
- Comment la technologie et le partage des données peuvent-ils faciliter le commerce et augmenter la croissance économique durable ?
- Les différences dans les normes techniques sont-elles le principal obstacle à
l'interopérabilité ou les principales barrières en la matière sont-elles liées à l’organisation institutionnelle, la coopération et les attitudes à l’égard des clients ?

Information connexe:

Transport and Trade: Connecting Continents  Summary of KOTI-ITF Seminar, Seoul, 24 March 2015

ITF Transport Outlook 2015

Issues for Trade in the Last Mile  (ITF Annual Consultation Day with International Organisations 2015)

Staff Contact:

Jari Kauppila
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Speaker

Mahmoud Ben Romdhane
Minister of Transport
Tunisia

Mahmoud Ben Romdhane has been the Tunisia’s Minister of Transport since February 2015. Previously, Ben Romdhane taught economics for 22 years. He has widely published on education, emigration, political science, democracy, and the public sector.
Louis Lévesque was appointed Deputy Minister of Transport, Infrastructure and Communities in 2012. Previously, Lévesque was Deputy Minister of International Trade from 2008 to 2012, and was named as Canada’s G-20 Sherpa by the Prime Minister in 2010. He was Deputy Minister of Intergovernmental Affairs in the Privy Council Office from 2006 to 2008. From 2004 to 2006, he served as Associate Deputy Minister with Finance Canada, having served as Assistant Deputy Minister in the Federal-Provincial Relations and Social Policy Branch from 2002 to 2004.

Klaus Tilmes was appointed the Global Practice Director for the Trade and Competitiveness Practice of the World Bank Group, in 2014. Tilmes is responsible for such global themes as trade, business, climate, competitive industries and investment, climate for industry, innovation, technology and entrepreneurship. Prior to his current position, he was the Director of the Financial and Private Sector Development (FPD) Network from 2010 to 2014. He also served as Acting Vice President for the FPD Network from 2013 to 2014. In those roles, he championed the improvement of knowledge flows and connectivity, putting them at the core of FPD’s service to clients. Tilmes joined the World Bank in 1991 as an Economist in the Africa region.

Before joining the World Customs Organization (WCO) in 2011 as the Director of Compliance and Facilitation, Gaozhang Zhu occupied the post of Director General of the Department of International Cooperation at China Customs. From 1996 to 2000, he was the Customs Counsellor at the Permanent Mission of China to the European Union with responsibility for all Customs issues related to the WCO and the European Communities including the Commission. Zhu holds a Master’s Degree in Public Administration from Qinghua University, China.
Speaker

Theo Zwygers
Director Supply Chain
LyondellBasell Industries

Since 2010 Theo Zwygers has been Supply Chain Director at LyondellBasell, a world leader in plastics, chemicals and refining with 55 manufacturing sites worldwide. During his career, Zwygers has worked in business development and commercial roles, has built plants in Asia, and has been responsible for supply chains in Asia, the Middle East, and the Americas.

Moderator

Pat Cox
Moderator
Journalist and former President of the European Parliament

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.
Compagnies aériennes, aéroports et contrôle de la circulation aérienne : répondre à une demande de transport international toujours croissante

Hall 3, Level +1

Jeudi, Mai 28, 2015, 17h00 - 18h30

La demande croissante pour le transport aérien souligne la nécessité qu’ont les voyageurs et les chargeurs d’être connectés au niveau mondial et démontre que le transport aérien peut répondre à ce besoin. Cette croissance a cependant engendré des phénomènes de congestion en de nombreux endroits où la demande est la plus forte et ceci en raison des contraintes de capacité qui existent à l’intérieur même du système de transport aérien.

Satisfaire les besoins des voyageurs tout en maintenant le niveau le plus élevé de sécurité et en assurant la protection de l’environnement est un défi qui requiert la collaboration et l’action coordonnée de nombreux acteurs, notamment les compagnies aériennes, les aéroports, les fournisseurs de services de contrôle aérien et les organismes de régulation du secteur de l’aviation. Le développement du transport aérien rend nécessaire la modernisation des aéroports et des infrastructures de contrôle du trafic aérien.

Prévoir la demande est essentiel pour la planification des aéroports et la gestion du trafic aérien alors même que les forces dynamiques qui affectent les marchés du transport aérien, créent des incertitudes et engendrent une certaine prudence à l’égard des investissements visant à augmenter de manière permanente la capacité. Les systèmes de navigation faisant appel aux satellites et les communications numériques de pointe s’avèrent prometteurs pour augmenter la capacité de l’espace aérien et devraient favoriser l’instauration de procédures opérationnelles plus efficaces et plus respectueuses de l’environnement sans compromettre la sécurité. Si le transport aérien veut être en mesure de satisfaire les besoins de demain, il doit mettre en œuvre dès aujourd’hui un processus de planification lui permettant d’atteindre cet objectif.

Cette session abordera les questions suivantes :

- Un ciel ouvert sans solution de continuité : défis et opportunités ?
- Quelles sont les conséquences de la concurrence aérienne pour la planification de la capacité des aéroports ?
- Comment les aéroports et les fournisseurs de services de navigation peuvent-ils réduire l’incertitude liée à l’évolution des modèles de gestion des compagnies aériennes ?
- Comment valoriser les progrès technologiques et les innovations à caractère
écologique pour répondre à la demande croissante tout en protégeant l’environnement ?
• Comment la mise en place d’un cadre moderne et harmonisé pour un système mondial de navigation aérienne (par exemple la méthodologie ASBU de l’OACI) peut-elle être facilitée dans toutes les régions du monde ?

Information connexe:

Liberalisation of Air Transport Summary: Policy Insights and Recommendations, ITF, 2015
What Do We Mean by a Level Playing Field in International Aviation? ITF, 2015
Assessing the Prospects for an EU-ASEAN Air Transport Agreement, ITF, 2015
Air Service Agreement Liberalisation and Airline Alliances, ITF, 2014
Expanding Airport Capacity: Competition and Connectivity. The case of Gatwick and Heathrow, ITF, 2014
Impacts of Expanding Airport Capacity on Competition and Connectivity: The case of Gatwick and Heathrow, ITF, 2014
Expanding Airport Capacity in Large Urban Areas, ITF, 2014

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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.

Speaker

**James R. Billing**  
Managing Director Market Analysis  
Boeing Commercial Airplanes

James Billing is the leader of Boeing Commercial Airplanes’ Airline Market Analysis Group. His team is responsible for providing Boeing’s market outlook for the future of air transportation and the demand for commercial jet airplanes. The Market Analysis team consists of experts from a variety of fields including economics, airline strategy, network development, fleet planning, air cargo, aviation infrastructure, product development, and aftermarket services. Each year, Market Analysis publishes Boeing’s “Current Market Outlook”, a forecast of the future of air transportation developments, including an assessment of key industry trends, traffic growth, fleet development, and airplane delivery requirements. The group also prepares the biennial Boeing “World Air Cargo Forecast” which focuses on the future of the air cargo industry, provides a forecast of air cargo growth and the freighter fleet.

Speaker

**Adrian Littlewood**  
Chief Executive  
Auckland International Airport, New Zealand

Adrian Littlewood was appointed Auckland Airport’s chief executive in 2012. He leads the senior management team and is responsible for setting the strategic direction and working with the Board to drive travel, trade and tourism growth. During his time as the company’s general manager retail and commercial, Littlewood led strong growth and development of non-aeronautical revenue lines. He has undertaken a number of strategy, marketing, management and corporate law roles during his career in New Zealand and the UK. He is the Chair of the New Zealand Airports Association, a director of North Queensland Airports Limited and the co-chair of the Australia New Zealand Leadership Forum.
Olivier Jankovec became Director General of the European Region of the Airports Council International (ACI EUROPE) in 2006. The organisation represents more than 460 airports in 45 European countries. Member airports handle 90% of commercial traffic in Europe and welcome nearly one and half billion passengers each year. Olivier has 21 years of governmental and lobbying experience, having worked for Alitalia (2002-2006), Air France (2000-2002) and the Air Transport Directorate of the European Commission (1994-2000). Immediately prior to joining ACI EUROPE, Olivier was the Director of Institutional Relations for Alitalia where he was in charge of governmental affairs at national, European and International levels. During this time he was also Chair of the Association of European Airlines Policy Committee. In 2006 and 2007, he participated in the EU’s High Level Group on the future of aviation regulation in Europe and he is also a member of the Advisory Board of the World Tourism Forum.

Brian Pearce has been the International Air Transport Association (IATA) Chief Economist for the past 11 years. His role is to direct research into policy and economic issues affecting the industry worldwide. He is also Visiting Professor at Cranfield University, UK, President of IATA’s pension foundation and is on their senior leadership team. Pearce also sits on the UK Airports Commission expert panel and Air New Zealand’s sustainability panel. Previously he was Director of the Centre for Sustainable Investment at Forum for the Future, Head of Global Economic Research at SBC Warburg, and was Chief Economist at Ernst & Young’s ITEM Club.

Toru Hasegawa was appointed at a Deputy Director, Economic Development, Air Transport Bureau of the International Civil Aviation Organization (ICAO) in January 2015. He has been working in ICAO since 2000, where he served as Chief, Revenue and Product Management Section, an Assistant to Director, Air Transport Bureau, as well as an Economist in charge of economic policy and infrastructure management. Prior to joining ICAO, he worked at Northwest Airlines and the Nomura Research Institute in Japan. He holds a Doctoral Degree in economics from Tokyo University with specialisation in industrial organisation and applied economics of pricing theories. He has published eight books (in Japanese) on airline pricing and economics.
Elisif Elvinsdotter is a Swedish TV and radio journalist with broad experience from some of Sweden’s top news and current affairs programmes. She has been the anchor for Sweden’s no. 1 investigative programme, Uppdrag Gransknings, as well as the host of both commercial TV4 and public SVT’s morning show. Since 2009 she has worked as a professional moderator, specialising in transport and business issues. In 2011 she was given an honorary award for “Best moderator” in Sweden. Her clients include EY, VTI and a number of governmental departments and institutions.
Les femmes et leur implication dans la mobilité au service d’un monde connecté

MPA 4, Level 0

Vendredi, Mai 29, 2015, 07h30 - 09h00

Le transport et la mobilité sont essentiels pour la facilitation des échanges, le développement durable et la croissance économique. Pour renforcer la compétitivité du secteur des transports et l’efficacité des chaînes logistiques, il est vital de développer tout le capital humain disponible et d’encourager tous les talents. L’implication des femmes dans le secteur des transports demeure cependant très faible de nos jours ; les femmes ne représentent que 17,5% de la main d’œuvre employée dans les transports publics urbains au sein de l’Union européenne et elles occupent moins de 10% des emplois techniques et opérationnels.

Employer un plus grand nombre de femmes permettrait au secteur des transports de bénéficier de davantage de talents et de développer une vision plus large favorable à l’innovation et à la préparation de l’avenir. Les compétences des femmes et leurs perceptions sont des éléments clés pour satisfaire les besoins de mobilité et d’accès aux transports qui sont différents selon les sexes, et pour renforcer la capacité des systèmes de transport à répondre aux exigences et aux préférences des femmes, y compris en matière de sécurité et de sûreté.

Ce petit déjeuner en réseau devrait montrer combien il est important de prendre en compte le point de vue des femmes lorsque sont conçues les politiques et les actions dans le domaine des transports. Il mettra l’accent sur des projets innovants permettant une croissance inclusive et durable des transports, tout en renforçant l’égalité des sexes dans ce secteur d’activité.

Pourquoi « la mobilité au service d’un monde connecté » implique-t-elle une plus forte participação des femmes dans le secteur des transports ? Quelles initiatives couronnées de succès font la démonstration du bien-fondé de cette affirmation ? Quelle est la spécificité du transport eu égard à la problématique homme-femme ? Quels sont les moteurs susceptibles de provoquer des changements permettant aux transports de devenir plus inclusifs et plus égalitaires entre les hommes et les femmes ? Comment les organisations internationales telles que le Forum International des Transports peuvent-elles contribuer à la réalisation d’un tel objectif ?

Ce petit déjeuner permettra de réunir des défenseurs de tout premier plan de la cause des femmes qui sont à l’origine de changements et d’innovations dans le secteur des transports. Ces participants viendront du secteur public et du monde des affaires, avec la présence d’entrepreneurs, de représentants de la société civile et des milieux universitaires.
Afin de susciter des débats informels aussi vivants que possible dans une atmosphère détendue, cette session accueillera 60 participants assis autour de 6 tables où sera servi un petit déjeuner. En raison des contraintes d’espace, le principe du premier arrivé, premier servi sera appliqué pour la participation à ce petit déjeuner. Nous vous recommandons de faire la réservation durant l’inscription pour le Sommet.

**Informations connexes:**

http://www.oecd.org/gender/
www.dot.gov/APECWomen
Planning and Designing Transport Systems to Ensure Safe Travel for Women, ITF Discussion Paper 2014
Gender and Transport, ITF Discussion Paper 2011
International Conference on Women’s Issues in Transportation (WIIT), 2014

**Staff Contact:**

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**Speaker**

Simon Bridges
Minister of Transport
New Zealand

Simon Bridges is New Zealand’s Minister of Transport and Minister of Energy and Resources. He is Associate Minister for Climate Change Issues and Associate Minister of Justice. Bridges represents the electorate of Tauranga and is Deputy Leader of the House in the current government. Prior to standing for Parliament and election in 2008, Bridges worked as a Senior Crown Prosecutor. Since election, he has been a member of the Law and Order Select Committee, the Auckland Governance Select Committee, and the Maori Affairs Select Committee.
Speaker

Susan Kurland
Assistant Secretary for Aviation and International Affairs
U.S. Department of Transportation

As part of the Secretary of Transportation's senior team, Susan Kurland directs economic and competition policy affecting the air transport industry and oversees the Department's international activities. Her responsibilities include directing the Department's participation in international aviation negotiations throughout the world. She also serves as the Department decision maker in proceedings involving the allocation of international aviation route authority, licensing of air carriers, providing air services to rural communities, and grants of antitrust immunity for international aviation alliance activities. In addition, Kurland leads the Department's efforts on international co-operation, export promotion and trade advocacy in transportation.

Speaker

Robin Chase
Founder
Zipcar, Veniam

Robin Chase is a transportation entrepreneur. She is founder and former CEO of Zipcar, the largest carsharing company in the world; and founder and Chairman of Veniam, a vehicle communications company building the networking fabric for the Internet of Moving Things. She is on the Boards of the Massachusetts Department of Transportation, the World Resources Institute. She also served on the National Advisory Council for Innovation & Entrepreneurship for the US Department of Commerce, the Intelligent Transportations Systems Program Advisory Committee for the US Department of Transportation, and the OECD’s International Transport Forum Advisory Board.

Speaker

Jessica Jung
Director, Corporate Social Responsibility
Bombardier Transportation

Jessica Jung is Director Corporate Social Responsibility (CSR) at Bombardier Transportation. She is responsible for driving and communicating initiatives that Bombardier has put in place to position the company as a responsible corporate citizen and employer of choice. She is leading the paradigm shift in responsible citizenship, moving from philanthropy to creating shared value. In view of the demographic changes, gender diversity plays a key role on the CSR agenda. Before accepting the CSR role, Jung worked in Human Resources where she designed and implemented the Global Graduate Program, a development program for future leadership talent. Prior to joining Bombardier, she worked for Sony Europe where she assumed various roles as a professional in the Human Resources Development area.
**Speaker**

**Fabienne Herlaut**  
Senior Advisor  
Ernst & Young

Fabienne Herlaut is a senior advisor for Ernst and Young in Paris, supporting innovation for its advisory practice. She has been selected by BPI, the French State Bank, to conduct the "Diagnostic 360" programme which aims to accelerate growth for French small and medium size companies. In 2011, Herlaut created Ecomobilité Ventures, a 30 million euro, multi-corporate venture fund, associating SNCF (the French state rail operator), Orange, Total, Air Liquid and Michelin. The fund invests in early stage, sustainable mobility projects. The fund made 6 investments in Europe and the US between 2007 and 2011. Previously, Herlaut was a member of the executive committee and Head of Corporate Strategy and Sustainable Development at SNCF.

**Moderator**

**Mary Crass**  
Head of Policy and Summit Preparation  
International Transport Forum

Mary Crass is Head of Policy and Summit Preparation for the International Transport Forum. She is responsible for the development of the programme and overall preparation of the annual International Transport Forum Summit. She has also been in charge of the organisation’s work on sustainable urban travel, accessible transport and social inclusion, and crime and terrorism in transport. Prior to joining the OECD, Crass worked as a private consultant focusing on transport and environment issues for, among others, the UN Environment Programme, the European Commission and OECD, as well as private enterprise. She was previously with a US-based environmental consulting firm specialising in environmental technical assistance work in developing countries and economies in transition.
Maximiser le potentiel que représentent les croisières pour le développement local

MPA 3, Level 0

Vendredi, Mai 29, 2015, 09h00 - 10h30

Les prévisions concernant les croisières maritimes laissent entrevoir une poursuite de la croissance que connaît actuellement ce secteur, avec l’exploitation de nouveaux marchés et de nouvelles destinations par les croisiéristes. Ce secteur d’activité est hautement concentré, comporte des barrières à l’entrée extrêmement élevées et présente d’importantes économies d’échelle.

Dans ce contexte, les bénéfices générés par les croisières sur leurs lieux de destination peuvent être assez limités. Les passagers des navires de croisière dépensent en moyenne 100 dollars US par jour dans un port d’escale, mais pour l’essentiel cette dépense n’a aucun effet au niveau local, par exemple lorsque les excursions pour les passagers d’un navire de croisière sont organisées par le croisiériste lui-même plutôt que par des entreprises locales. Pour les ports de destination, les escales des navires de croisière engendrent des pointes de visiteurs susceptibles d’avoir de graves conséquences pour le trafic urbain. De plus, les terminaux pour les navires de croisière peuvent avoir des incidences environnementales importantes sur leurs alentours, souvent situés en centre-ville. Malgré les problèmes qu’elles posent, de nombreuses villes s’attachent néanmoins à développer les activités portuaires liées aux croisières, espérant ainsi favoriser le développement des industries touristiques locales.

Avec pour toile de fond une croissance rapide du marché des croisières, cette session examinera notamment les questions suivantes :

- A quelles conditions les ports et les villes d’escale peuvent-ils tirer des bénéfices de l’activité des croisières maritimes ?
- Quelles sont les principales options politiques à la disposition des villes et de leurs ports pour faire en sorte que l’activité des croisières favorise le développement économique urbain ?
- Comment peut-on, dans les villes portuaires, diminuer les conséquences négatives des croisières, y compris leurs effets sur la congestion de la circulation et l’environnement ?

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Lon Kishiyama is responsible for the Maritime Administration’s participation in international activities concerned with marine transportation. His office routinely works with foreign economic and political entities in facilitating decisions that may affect U.S. marine transportation interests, including multilateral and bilateral activities. In conjunction with the United States Trade Representative and other government agencies, Kishiyama’s office also frequently partners with the U.S. teams negotiating Free Trade Agreements with other countries. He previously served as the Acting Director and Deputy Director of the Office of Policy and Plans at the Maritime Administration.

Roberto Perocchio has been Managing Director of Venezia Terminal Passeggeri (Venice Passenger Terminal), Italy, since 2005. He also manages three companies specialised in the management of marinas and tourist villages, such as Marina del Cavallino, and is currently President of ASSOMARINAS. Prior to this, he was President of Venice Yacht Pier between 2008 and 2012. Between 2010 and 2011, Perocchio was Director of EU Relations/Adriatic Sea of MEDCRUISE.

Carla Salvado is Cruise and Marketing Manager at the Barcelona Port Authority, Spain. Previously, she was Secretary General of MedCruise (the Association for Mediterranean Cruise Ports) for three years, and is currently President of the Association. Prior to this, Salvado worked for six years as Marketing Director for Odisea 2000, a management company for the Port of Barcelona’s retail centre. Salvado studied Economics and Business Management at the Pompeu Fabra University.
**Speaker**

**Michael Vanderbeek**  
Cruise Committee Chair  
*American Association of Port Authorities*

Michael Vanderbeek is Chair of the Cruise Committee of the American Association of Port Authorities (AAPA) and Deputy Port Director for the Massachusetts Port Authority (Massport). Prior to joining Massport, Vanderbeek served as Director of Business Development for the world’s second busiest cruise port – South Florida’s Port Everglades. He also previously served as Manager of Strategic Planning for the second busiest container port in North America – the Port of Long Beach. Vanderbeek is an active member of the OECD Port Cities Working Group as well as the AAPA Maritime Economic Development Committee and has presented at numerous maritime and urban planning conferences including Seatrade Global (Cruise Shipping Miami).

**Moderator**

**Anthony May**  
Emeritus Professor of Transport Engineering  
*Institute for Transport Studies*  
*University of Leeds*

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.
Que signifie le développement de l’économie partagée pour les transports ?

Hall 3, Level +1

Vendredi, Mai 29, 2015, 09h00 - 10h30

Le développement de l’économie partagée perturbe les modèles de gestion traditionnels, y compris ceux utilisés pour les transports. De manière habituelle une automobile demeure inutilisée environ 23 heures par jour. Cette pratique représente un énorme investissement en surcapacité à la fois pour les propriétaires de voitures et pour les autorités qui fournissent et entretiennent les infrastructures publiques.

La surcapacité ne se limite pas aux voitures. Il existe de nombreux autres biens privés qui sont inutilisés la plupart du temps : les résidences secondaires, les locaux de bureau, les bandes passantes pour le WiFi etc. Le potentiel inutilisé est au cœur du concept émergent d’« économie partagée » qui fait appel aux technologies de réseau pour permettre aux individus et aux entreprises de monétiser la capacité excédentaire inhérente à de nombreux biens matériels tels que les voitures.

L’autopartage ou le covoiturage se sont développés dans les années récentes notamment dans les zones urbaines et ont vu l’arrivée d’un nombre considérable de nouveaux entrants, parfois dotés d’un capital important. Avec plus de 2 millions d’utilisateurs à travers le monde, l’autopartage et le covoiturage demeurent un phénomène marginal mais l’arrivée sur le marché de constructeurs automobiles de tout premier rang et l’augmentation rapide du nombre de nouveaux fournisseurs de services témoignent de l’importance croissante de ces services dans les aires urbaines.

Si le partage améliore l’affectation des ressources et permet de satisfaire la demande des consommateurs, il soulève cependant des questions eu égard aux normes de service, à la répartition des risques et au cadre réglementaire général. De nombreuses institutions et les exploitants historiques de services de transport urbain doivent encore évoluer pour faire face à ces nouveaux défis et répondre aux opportunités ainsi offertes pour la mobilité urbaine.

Dans ce contexte, les questions examinées par cette session seront notamment les suivantes :

- Quelles différences y a-t-il entre les pratiques informelles et les pratiques commerciales de partage ? Quel potentiel ces différentes pratiques présentent-elles pour modifier l’offre de services de transport ?
- Des entreprises exploitant de véritables réseaux de transport émergent un peu partout dans le monde et certaines sont déjà devenues des acteurs mondiaux, mais combien d’entre elles pourront-elles survivre durablement sur le plan commercial et
réglementaire ?
- De nombreux services émergents non seulement perturbent les modèles de gestion bien établis mais également déplacent les limites de la réglementation. Comment les autorités doivent-elles répondre à cette situation tout en préservant les bénéfices de l’innovation et à quel stade doivent-elles intervenir pour réguler les marchés innovants ?
- L’économie partagée va-t-elle s’étendre aux marchés de service de transport interentreprises (B to B) tels que le transport de marchandises et la logistique ?

Information connexe:

Urban Mobility: System Upgrade, ITF Corporate Partnership Board Project

Staff Contact:

Luis Martinez
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Speaker

Frédéric Mazzella is the Founder and CEO of BlaBlaCar, the leading European ridesharing community that connects drivers with empty seats and people traveling the same way, so they can share their cost. Frédéric originally imagined a new transport network, built on people, when he could not get home one Christmas, several years ago. He had no car. The trains were full. The roads, too, were full of people driving alone in their car. It occurred to him that he should try to find a driver going his way and offer to share fuel costs... BlaBlaCar was born. Today, with more than 20 million members worldwide and several millions people transported per month, BlaBlaCar is making road travel social, money-saving and more sustainable. Mazzella leads BlaBlaCar's vision, focusing on the excellence of the product, brand communication and interactions with the ridesharing community.
David Plouffe joined Uber as Senior Vice President of Policy and Strategy in September 2014. Prior to this he served as Senior Advisor to President Obama from 2011 to 2013 and is widely referred to as the “architect” of President Obama’s two presidential campaign victories. Plouffe has managed campaigns at all levels of politics and has served as a consultant to leading companies. Plouffe currently serves on the Board of the Barack Obama Foundation. He has won plaudits for the use of technology and pioneering new applications.

Mika Rytkönen has been Director of Industry and Government Relations, at HERE, Nokia since January 2015, working on relationship management for various associations and government entities in the EU. Prior to this, he was a Member of the Supervisory Board of ERTICO and Director of Business Development and Industry and Government Relations at HERE from 2010 to 2015.

Robin Chase is a transportation entrepreneur. She is founder and former CEO of Zipcar, the largest carsharing company in the world; and founder and Chairman of Veniam, a vehicle communications company building the networking fabric for the Internet of Moving Things. She is on the Boards of the Massachusetts Department of Transportation, the World Resources Institute. She also served on the National Advisory Council for Innovation & Entrepreneurship for the US Department of Commerce, the Intelligent Transportations Systems Program Advisory Committee for the US Department of Transportation, and the OECD’s International Transport Forum Advisory Board.
Umberto de Pretto took up office as Secretary General of the International Road Transport Union (IRU) in June 2013. He joined the IRU in 1995 as Head of Economic Affairs. He then became Policy Coordinator and Head of Strategy, and was appointed Deputy Secretary General in 2002. His vision looking forward to 2020 is that the IRU will lead the road transport industry in embracing innovation and making sure that the industry is ready for the challenges and opportunities ahead. De Pretto was previously Deputy Director of the International Chamber of Commerce (ICC), responsible for International Commercial Practices and Techniques in Paris, France. Prior to this he worked as a Legislative Assistant for Ministers and Members of the Canadian Parliament having graduated from Ottawa’s Carleton University in Political Science, Economics and International Relations.

Matt Frei leads ITN’s Channel 4 coverage of the Americas and is also part of the presenting team across Channel 4’s news and current affairs portfolio, including the award-winning Dispatches programme. Previously, Frei anchored the BBC World News America bulletin and was also Washington Correspondent. He presented a weekly radio show called Americana, and in 20 years at the corporation reported from Bonn, Rome, Bosnia, Kosovo, North Africa, Hong Kong and Singapore.
Transport et développement régional : Développer le commerce et le tourisme hors des centres urbains

Hall 1, Level +1

Vendredi, Mai 29, 2015, 11h00 - 12h45

La planification des transports peut permettre aux activités commerciales et touristiques de stimuler le développement régional. Il faut à cette fin mettre en place des stratégies intégrées de transport favorisant la création d’emplois et la croissance inclusive tout en évitant des effets négatifs tels que le déplacement ou la ségrégation des populations locales, les atteintes à l’environnement etc.

Coordonner la planification, la réglementation et la gouvernance entre de multiples ministères et différents niveaux de décision publique peut s’avérer un défi particulièrement difficile à relever. Le manque de coordination institutionnelle empêche souvent les régions d’utiliser pleinement les opportunités offertes par le commerce et le tourisme pour financer le développement des infrastructures et leur maintenance.

Les questions suivantes seront notamment abordées lors de cette session :

- Comment le transport peut-il favoriser les activités commerciales et touristiques et leur permettre de créer des opportunités pour le développement régional ?
- Quelles sont les priorités et les opportunités pour les différents intervenants notamment les compagnies aériennes, les transporteurs à bas coûts, les aéroports, les opérateurs dans le secteur des croisières maritimes, les cités portuaires et les gestionnaires de plateformes (hubs) pour les marchandises ?
- Y a-t-il dans le domaine des transports des exemples de projets suscités par le tourisme ou le commerce qui ont, avec succès, favorisé la création d’emplois et le développement régional durable non seulement sur les lieux où ils ont été développés mais également partout dans la région (par exemple les villes portuaires intelligentes/durables) ?
- Quelles dispositions institutionnelles ont aidé les régions à rendre compatibles les financements provenant du commerce et du tourisme avec les stratégies de développement à long terme ?

Information connexe:

Tourism Facilitation as part of Transport Policy, a joint ITF-OECD Study, 2015
Tourism in the Last Mile: Local and Regional Context, ITF Annual Consultation Day with International Organisations 2015

Staff Contact:

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Speaker

Andrés Gómez-Lobo
Minister of Transport and Telecommunications
Chile

Andrés Gómez-Lobo is Chile’s Minister of Transport and Telecommunications. He was chief of staff of the Ministry of Transport between 2008 and 2010. As a consultant, Gómez-Lobo has advised public and private organizations on issues of infrastructure, natural resources, grants, public transport and telecommunications, including the World Bank, National Economic Prosecutor, Civil Aeronautics Board and Ministry of Public Works. He has served as Academic Director of the Masters in Public Policy and Academic Director of the Diploma in Territorial Policies, Urban and Environmental Faculty of Economics, University of Chile.

Speaker

John-Ragnar Aarset
State Secretary
Norwegian Ministry of Transport and Communications

John-Ragnar Aarset has been State Secretary at the Norwegian Ministry of Transport and Communications since 2013. The political post as state secretary in Norway’s government ministries was gradually introduced from 1947. The state secretaries and the political advisers are the political collaborators of the prime minister and the ministers. Prior to this Aarset was first then second Deputy Representative to Parliament for Buskerud between 2001 and 2009. Since 2000 he has been Chairman and member of The Decision Committee, The Norwegian Young Conservatives.
As a Member of the European Parliament, Michael Cramer works mainly on European Union (EU) transport policy. After ten years as transport policy spokesperson for the Green group, he was elected chairman of the Committee on Transport and Tourism (TRAN) in July 2014. He initiated the "Iron Curtain Trail" project. This project transfers the concept of a "bike ride through history" from the "Berlin Wall Trail" to the European level. The "Iron Curtain Trail" stretches for approximately 10 000 km from the Barents Sea on the Norwegian-Russian border all the way down to the Black Sea, crossing 20 countries, 15 of which are today member states of the European Union. The project is co-funded by the EU as a model for sustainable cultural tourism. Cramer is also a Member of the European Parliament’s delegation to the Former Yugoslav Republic of Macedonia and chairs the parliamentary platform "Rail Forum Europe".

Alain Flausch was elected Secretary General of the International Association of Public Transport (UITP) in 2011. He has been the Association’s President from 2009 to 2011 and was President and member of different UITP Committees and Commission from 2004 to 2009. From 2000 to 2011, as CEO of the STIB, the Brussels public transport operator, Flausch led the STIB through an in-depth cultural change. Before 2000, Flausch was active as top manager in the television and chemical industries.

Mamoru Tsutaka was appointed Director, General Manager of Oita Regional Office of the Kyushu Railway Company in 2012. Prior to this, he was General Manager of Track and Facilities Department from 2009 to 2012. His previous roles include General Manager of Miyazaki General Railway Operations Department and General Manager of Shinkansen Railway Operation Department. Tsutaka holds a Master’s Degree from Kyushu University’s Faculty of Engineering.
Matt Frei leads ITN’s Channel 4 coverage of the Americas and is also part of the presenting team across Channel 4’s news and current affairs portfolio, including the award-winning Dispatches programme. Previously, Frei anchored the BBC World News America bulletin and was also Washington Correspondent. He presented a weekly radio show called Americana, and in 20 years at the corporation reported from Bonn, Rome, Bosnia, Kosovo, North Africa, Hong Kong and Singapore.
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 débattra, 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:**

Olaf Merk
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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.
Magnus Kårestedt
President and CEO
Port of Gothenburg

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
Chief Commercial Officer
Port of Long Beach

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
Managing Director
Hamburg Port Authority

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.