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TRANSPORT FOR A GLOBAL ECONOMY

*Challenges and Opportunities
in the Downturn*



**International
Transport
Forum**

POLICY PANEL 2

Supply Chains and Gateways in Volatile Markets

Thursday 28th May 2009, Hall 2 - 14:30 to 16:30

Transport is the lifeblood of international trade. The current crisis has had a deep impact on the transport and logistics sector, raising fundamental questions about established practices. What are the long-term implications? What will trade look like as the world economy recovers? Where do future productivity gains lie? Which are the key gateways and corridors where governments and companies need to focus their recovery efforts?

- Moderator: Robert Wright, Financial Times
- Rapporteur: Mary Brooks, Dalhousie University
- Etienne Schoupe, Secrétaire d'Etat à la Mobilité, Belgium
- Igor Levitin, Minister of Transport, Russian Federation
- Cumhuri Atılgan, General Manager, RODER, Turkey
- Ján Kubiš, Executive Secretary, UN Economic Commission for Europe
- Janusz Lacny, President, JMJ-TRANS, and President, International Road Transport Union
- Kunio Mikuriya, Secretary General, World Customs Organisation
- Scott Price, CEO, DHL Express Europe
- Karl Mohnsen, CEO, TX Logistik

Structure

Organisation:

This session was organised around the themes described below.

Introduction

- Moderator: Robert Wright, Financial Times

Section 1. The effect of the downturn on supply chains and prospects for solutions

- *Is the downturn changing the structure of supply chains and the role of the different modes in the chain?*
- *Are these changes temporary or structural?*
- *What are the consequences for transport and the supply chain of volatile oil prices and oil shortages?*
- *Will there be a greater integration of transport and logistics firms in future, and does the emergence of mega-players pose a risk for markets?*

Section 2. Opportunities for the improvement of supply-chain efficiency and the development of intermodal solutions

- *Given what we know about the impacts of the downturn, where should we be investing in infrastructure to improve the efficiency of our gateways and corridors?*
- *Where are the weak links in the chain?*
- *Is the downturn an opportunity or a risk for the future development of intermodalism?*
- *What is the role of intermodalism in a low-carbon transport system?*
- *Will the future see more intermodal rail, barge and short-sea shipping?*
- *How can we improve reliability?*
- *What are the opportunities to improve the flow of traffic across borders, while continuing to ensure appropriate levels of security?*

Wrap up

- Mary Brooks, Dalhousie University