

16th Northeast Asia Economic Forum  
Session 3: Transportation & Logistics

Japan and Logistics in the  
Northeast Asia  
北東アジア物流と日本

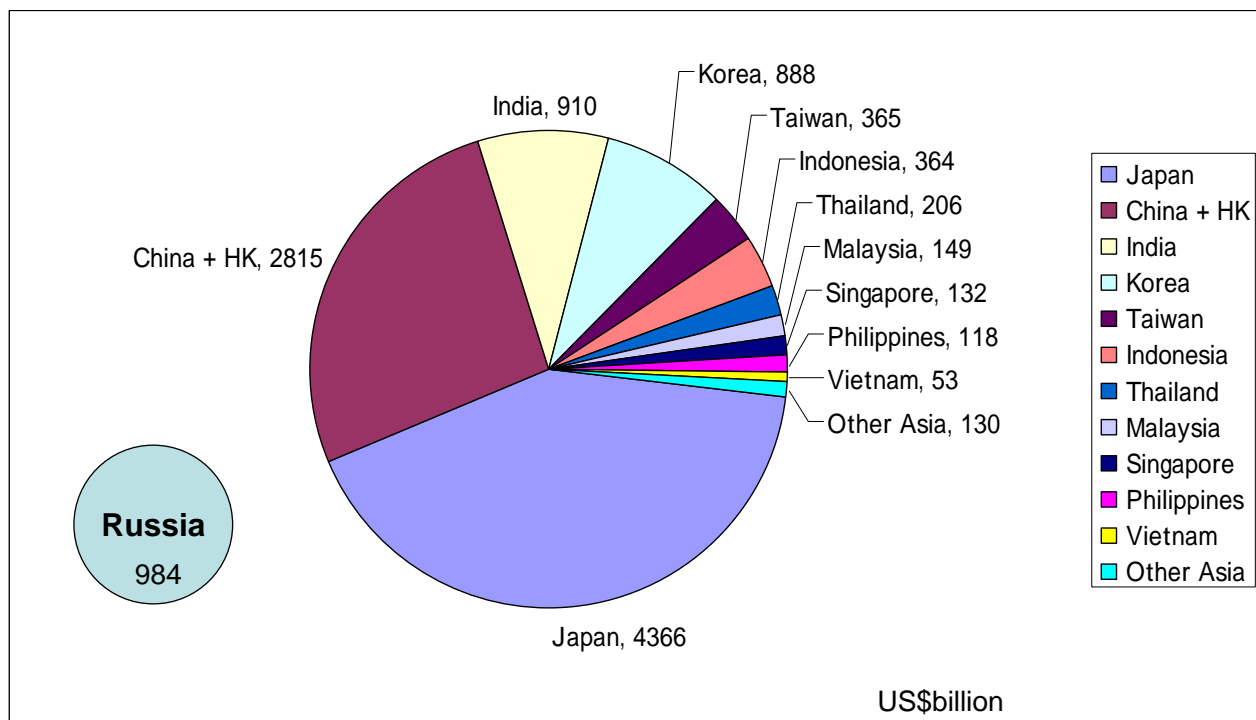
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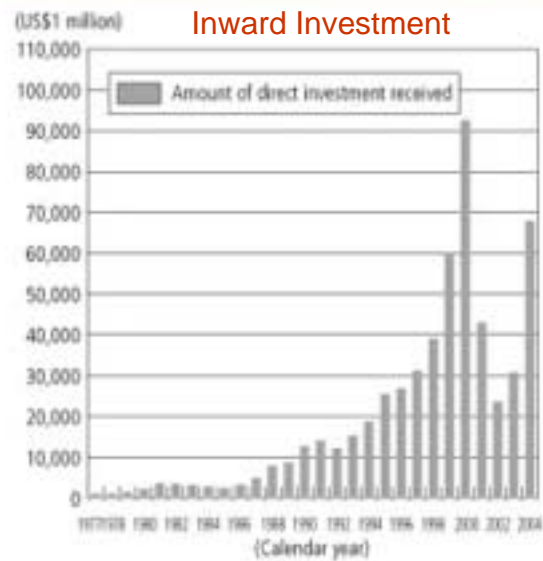
<http://www.scc.u-tokai.ac.jp/~shinoma>

Overview (1)  
2006 GDP in Asia and Russia



# Overview (2)

## Trade & Investment in Asia



Source: International Financial Statistics (IMF).  
World Economic Trend, Autumn 2005 (Cabinet Office).

Note: Based on the actual figures from East Asia: Indonesia, Malaysia, the Philippines, Thailand, the Republic of Korea, Hong Kong, and Singapore.

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## World Container Cargo Movement 2005

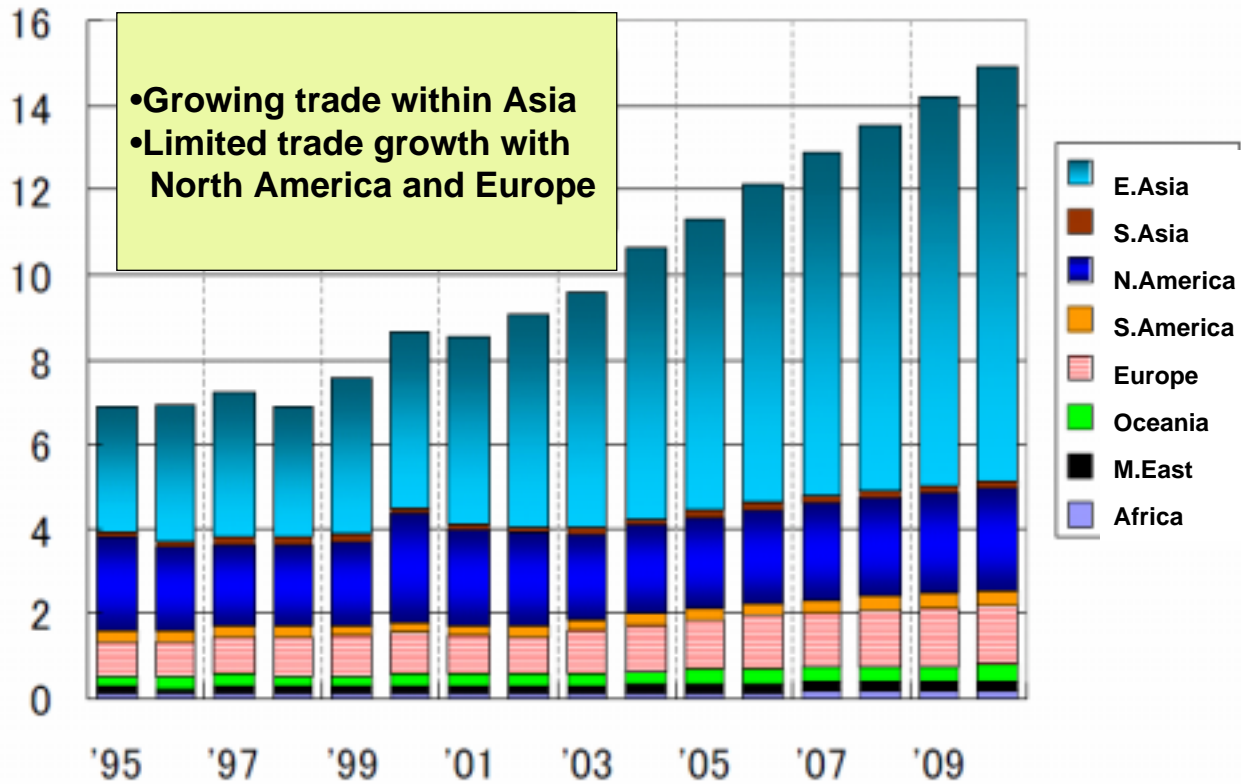
|                         |      | (Thousand TEU)    |                    |                |                    |                     |                                |              |                |        |
|-------------------------|------|-------------------|--------------------|----------------|--------------------|---------------------|--------------------------------|--------------|----------------|--------|
| From                    | To   | East Asia<br>東アジア | South Asia<br>南アジア | Oceania<br>大洋州 | Middle East<br>中近東 | North America<br>北米 | South & Central America<br>中南米 | Europe<br>欧州 | Africa<br>アフリカ | Total  |
| East Asia               | 東アジア | 12,632            | 1,115              | 1,130          | 1,537              | 13,138              | 1,484                          | 9,587        | 1,033          | 41,656 |
| South Asia              | 南アジア | 636               | 150                | 30             | 282                | 619                 | 61                             | 853          | 137            | 2,768  |
| Oceania                 | 大洋州  | 880               | 55                 | 455            | 81                 | 207                 | 51                             | 263          | 36             | 2,028  |
| Middle East             | 中近東  | 325               | 157                | 13             | 322                | 150                 | 5                              | 586          | 55             | 1,613  |
| North America           | 北米   | 5,193             | 241                | 244            | 287                | 437                 | 1,754                          | 1,947        | 214            | 10,317 |
| South & Central America | 中南米  | 664               | 26                 | 30             | 136                | 1,972               | 1,121                          | 2,204        | 153            | 6,306  |
| Europe                  | 欧州   | 4,766             | 818                | 343            | 1,582              | 3,006               | 1,391                          | 2,240        | 1,890          | 16,036 |
| Africa                  | アフリカ | 404               | 150                | 39             | 82                 | 158                 | 63                             | 1,346        | 568            | 2,810  |
| Total                   |      | 25,500            | 2,712              | 2,284          | 4,309              | 19,687              | 5,930                          | 19,026       | 4,086          | 83,534 |

TEU: Twenty-Foot Equivalent Unit (20フィート換算コンテナ数)

Source: Piers, Shipping Conferences & MOL

## 日本の相手地域別コンテナ輸出入(百万TEU)

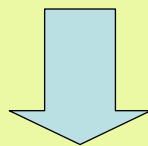
Japan's Trade in Containers by Counterpart Region (in Million TEU)



Source: MOL & Global Insight

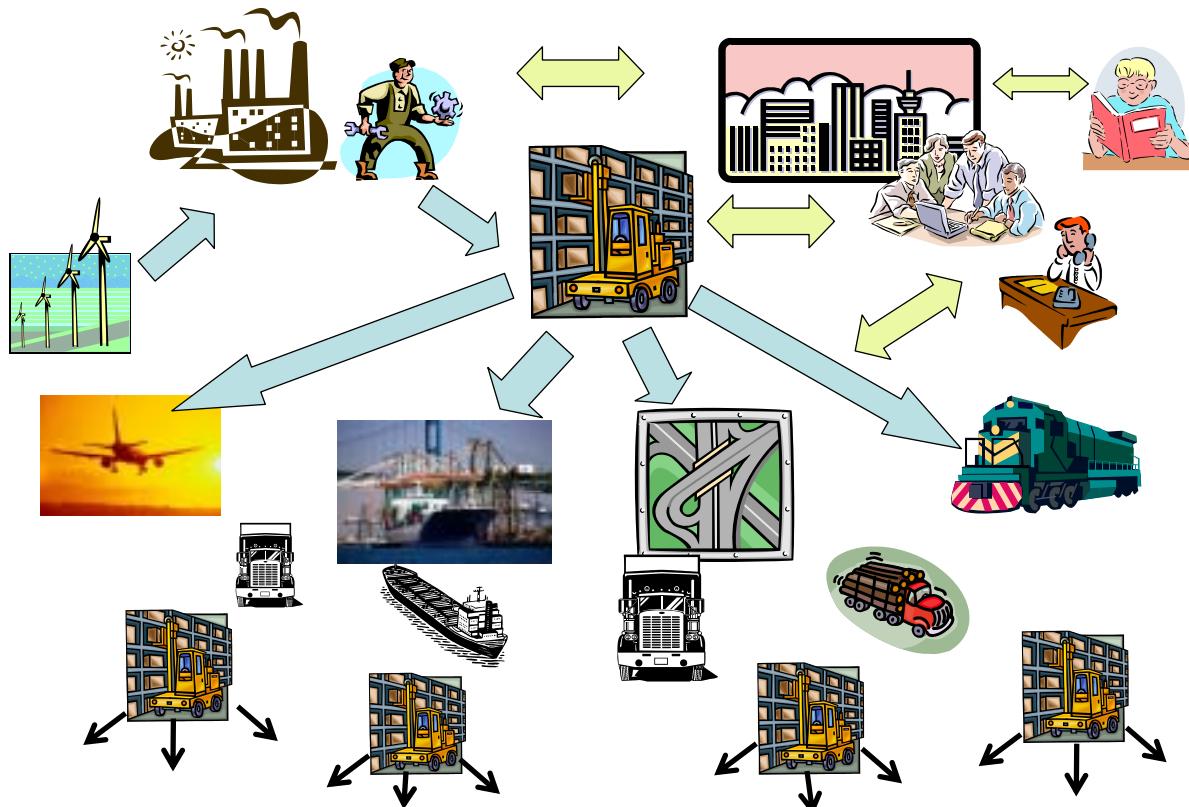
## North-east Asia

- High Level of Technology 高度な技術水準  
lead by Japan & Korea 日韓主導
- High Density of Consumer Population in Asia 高い消費者人口密度
- Great Potentiality for Emerging Economies 開発途上地域の将来性



Need for Logistics Network

# What is Logistics?



## North-east Asiatic Logistics

### 北東アジア的ロジスティクスとは

- Need for a new concept

North-east Asiatic “brand identity”

An abundance of Resources (豊富な資源)

Rich Natural Environment (豊かな自然)

- Harmony between “growth” and “ecology”

Environmentally-friendly Logistics

(環境にやさしい物流)

# Logistics in the North-east Asia

- Shipping and Railway Transport is :

Environmentally-friendly



- Full utilization of Shipping (海運の活用)

Container Ships, Ferries, RORO Ships

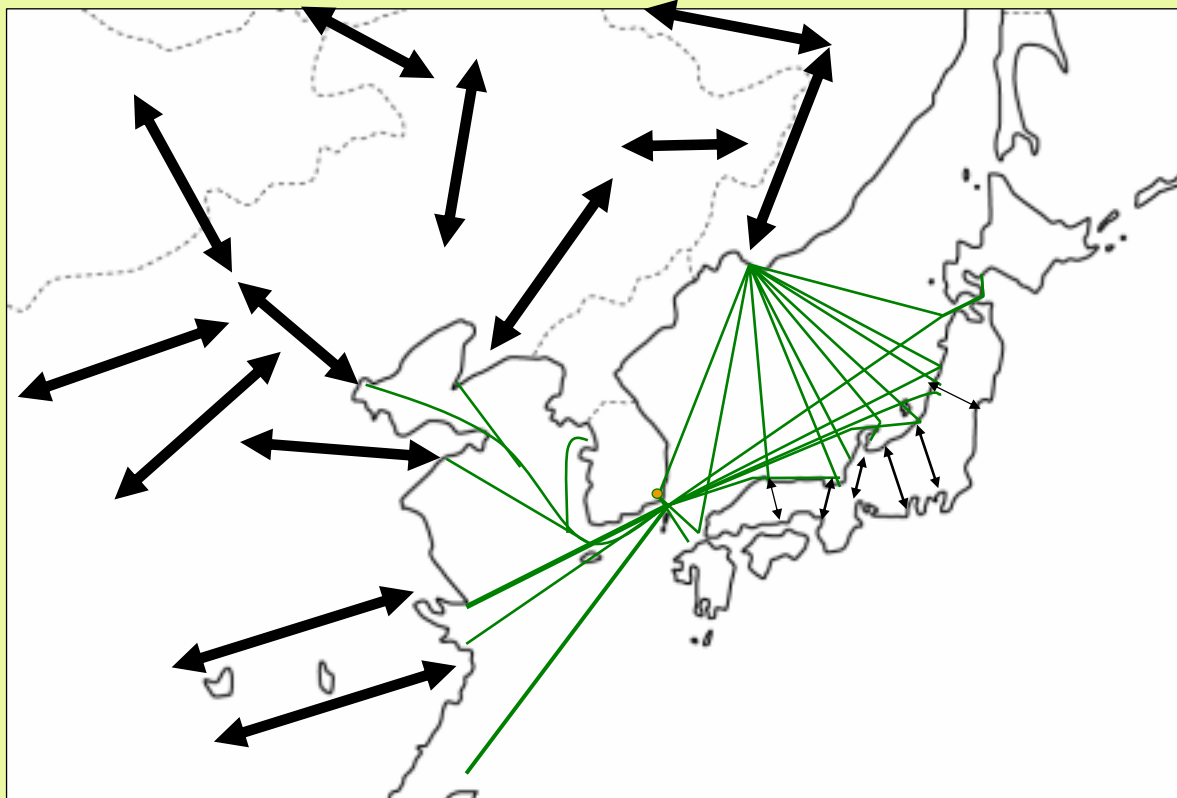
Hokuriku Ports Development  
Fushiki-Toyama, Kanazawa  
Tsuruga



Logistical Collaboration by Ocean Transportation

## Future Transportation Network in N.E.Asia

将来の北東アジア海運ネットワーク



# Intermodal Transportation

- **Sea & Rail (海運と鉄道の組み合わせ)**

Minimize Road Transportation

(道路輸送の極少化)

1. Infrastructure (インフラ整備)

Port, Rail, Road, Bridge, Warehouse etc.

2. Seamless connection at Nodes

(結節点のシームレス化)

Streamlining of Institutional Environment

## Europe's Coastal Shipping Network 欧州海運・水運ネットワーク





# Lübeck in the Hanseatic League (13c-16c )

## リューベックとハンザ同盟の舞台(13-16世紀)



Source : Modified from *Wikipedia* 「Hanseatic League」

## Lübeck Port Terminal Skandinavienkai

Lübecker  
Hafen-  
Gesellschaft  
mbH

KV Terminal

Reserve Area  
(16 ha)

Industrial Area  
Ivendorf (20 ha)

Industrial Area  
Sandfeld (15 ha)



Source:LHG

## For a Better Cooperation among Countries 国家間の協力体制を

- Examples of Logistical Streamlining  
(ロジスティクス合理化の例)
  - Efficient CIQ(Customs, Immigration & Quarantine)  
(効率的な税関・入管・検疫)
  - Sharing of Information  
(情報の共有化)
  - Transparency & Fairness of Administration  
(行政の透明化と公正)
  - Effective Market Mechanism  
(効果的な市場メカニズム)

Pressing need for “**Logistics**” in the North-east Asia  
(北東アジアにはロジスティクス整備が急務)

Borders are biggest obstacles for Logistics.  
(「国境」はロジスティクスにとって最大の障害)

New Identity

*North-east Asiatic League in Logistics*

北東アジア物流同盟