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Corridor Development

Confernce The Calgary Region as a transport hub November 20th 2014

Arènso Bakker



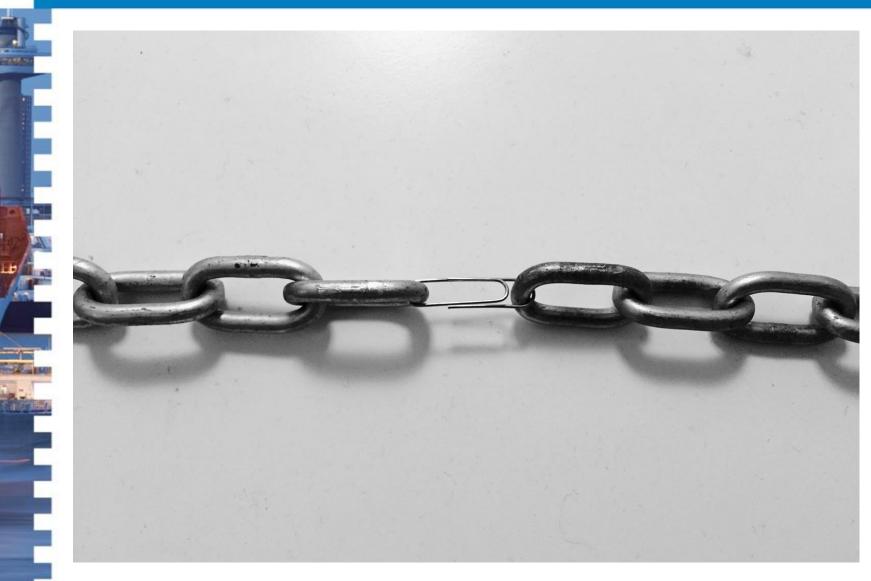
Arènso Pieter Bakker

- Dutch
- founding partner in consulting firm STIG
- international consulting, port & corridor management and development
- BSc Logistics (ing.), Amsterdam
- MSc RE (Economics), Amsterdam
- member of Royal Institution of Chartered Surveyors
- speaks Dutch, English, French, German, (poco) Espanol



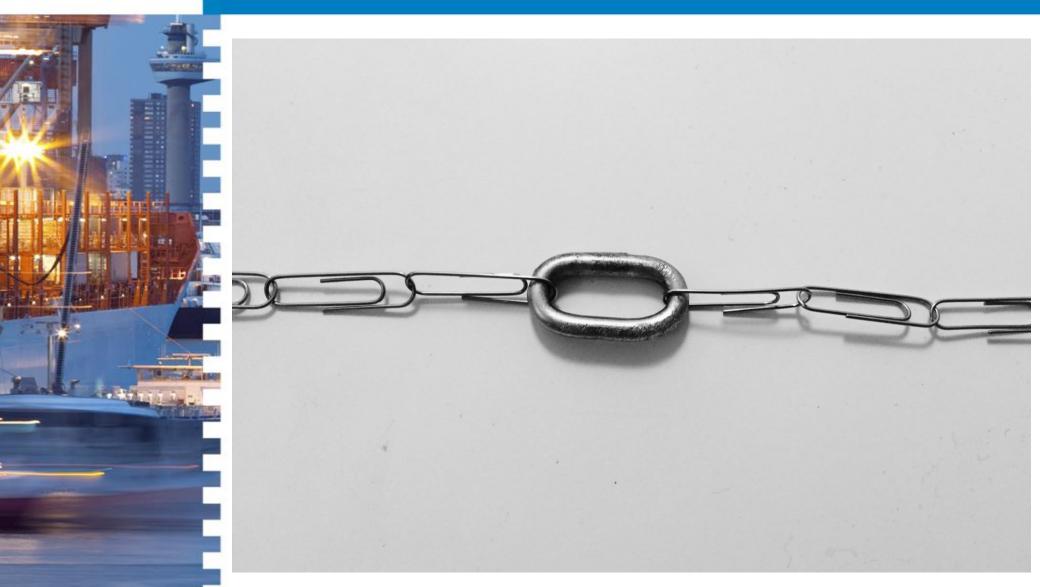


a chain is as strong as the weakest link ...





... but what about this; does this make sense?



a strong port with no hinterland does not make sense



Mainports: Sea and Air

Europe: 4 World 14 (total) World 6 (intl.) World 16 : cargo 53 million passengers

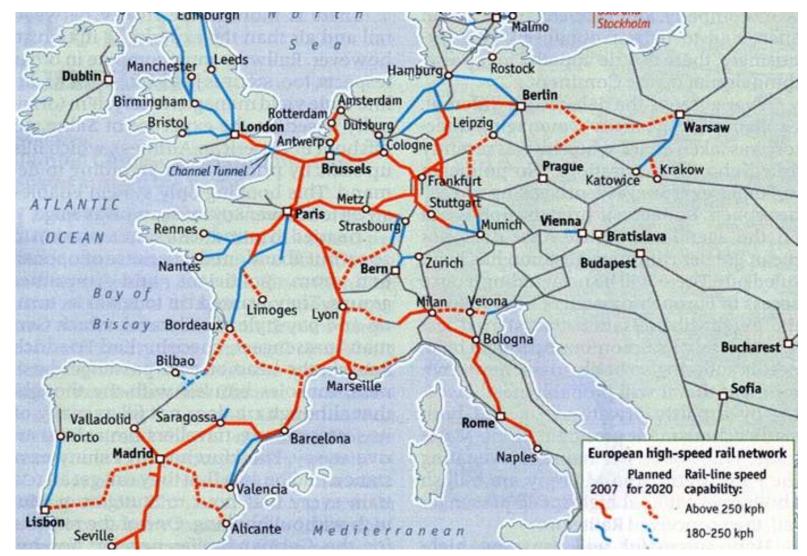


Europe: 1 World 4 450 Mton cargo 11 mln container



Diverse hinterland network rail.....







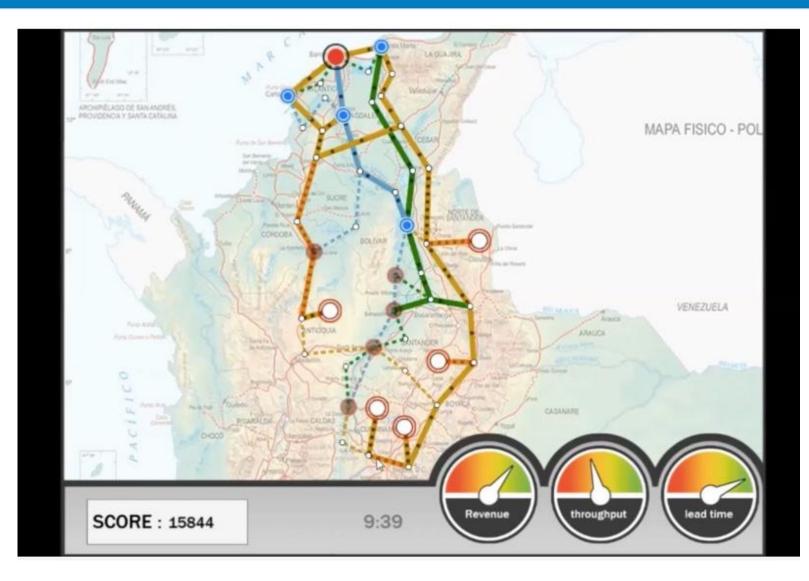






Colombia game







Colombia game

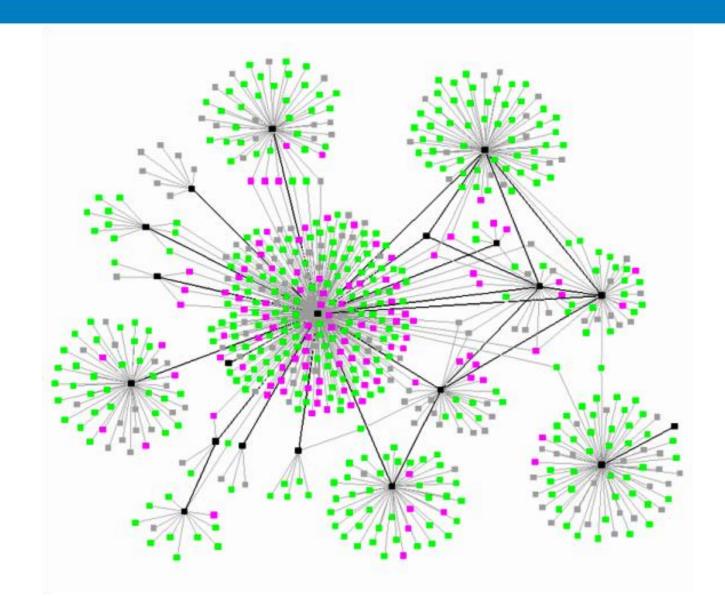






Te Berran

Competition



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acceptance by environment





The Competitiveness of Global Port-Cities:

The Case of Rotterdam/Amsterdam - the Netherlands



Please cite this document in the following way:

Merk, O., Notteboom, T. (2013), « The Competitiveness of Global Port-Cities: the Case of Rotterdam, Amsterdam - the Netherlands », OECD Regional Development Working Papers, 2013/08, OECD Publishing, http://dx.doi.org/10.1787/5k46pghnvdvj-en

OECD Regional Development Working Papers, 2013/08

Olaf Merk, Theo Notteboom

BETTER POLICIES FOR BETTER LIVES Classifica R41, R11

Classification JEL: R41, R11, R12, R15, L91, D57

how to compete?



push and pull

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	pull	push
mainport	flexibility critical mass more destinations	no spase congestion costs
inland port	land price ambition / drive and ?	extra transport costs hinterland

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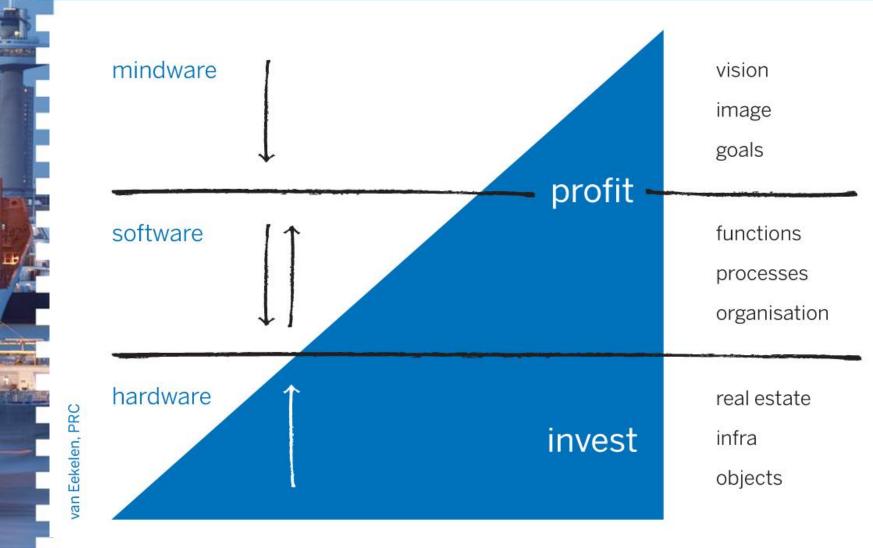


may be tot good. Ontario is pinning its hopes on spending more - specifically, on infrastructure investment. The hope (and it is one economists generally share) is that better infrastructure lifts productivity and thus expands economic growth breaking the province from the slow-growth vicious circle it looks stuck in otherwise. Still, it is an expensive long-term strategy for a government that has pressing financial problems right now, and total globe and mailt 18-call-20 nearing \$300-billion.

wishful thinking

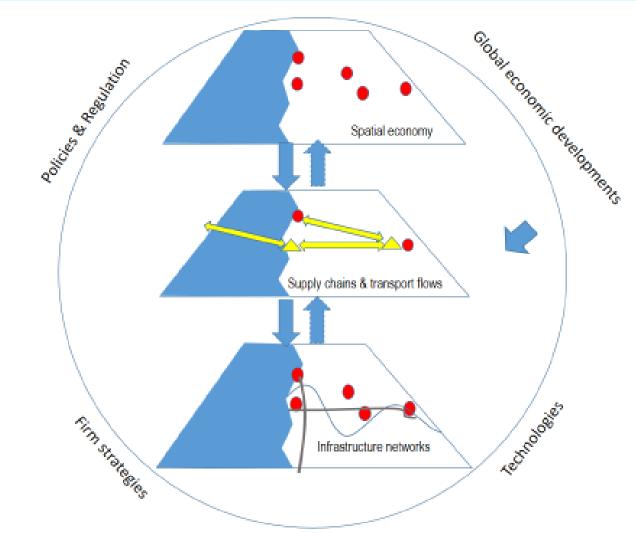


it takes more





it takes more



Source: adapted from Notteboom, T. and J-P Rodrigue (2007)



Argentina - China





Netherlands: in the polders



Legenda Ligging containerterminals Type terminals Binneywaart terminals -**Aultomisals** Rail-Bireserveart terrorata Zoohavens met containeractiviteiten Afstand grotere terminals a+skm 5-15 km 15-ab kri 22-12-02 eo lom en verder





agro hub







transport hub or energy hub ?

in general:

- cluster
- knowledge
- ambition/vision
- infra (preconditional)
- price land
- tax
- permits

- Calgary
- energy
- future proof?
- what to attract?
- value not volume

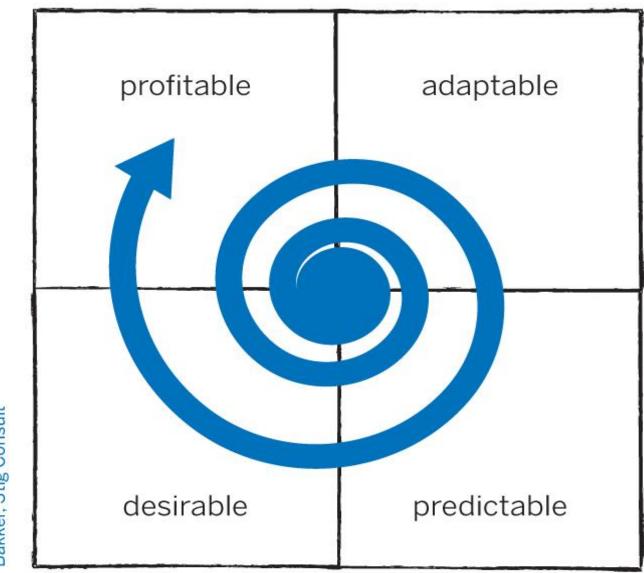
 knowledge of energy sector as important as supply chain





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