

Nous avons le plaisir de vous convier au prochain séminaire EMAR organisé par
l'IFSTTAR et le CEREMA,
Avec le soutien de l'Université Paris Est et de la Fondation SEFACIL

le vendredi 17 juin 2016 de 10h30 à 12h30

(accueil café à 10h15)

à

Voies Navigables de France

156 Rue du Faubourg Saint-Denis

75010 – Paris

Métro : Gare du Nord

Vous pourrez assister à une présentation intitulée

"Containerization and shifts on hinterlands: some evidence from Japan and France"

par **Hidekazu Ito, Professeur à l'université Kwanseï Gakuin (Japon)** et **David Guerrero, Chargé de recherche à l'Ifsttar**

Suivie d'un débat animé par **Kenmei Tsubota, Chercheur à IDE-JETRO (Japanese Institute of Developing Economies), Visiting Research Fellow at Vrije Universiteit Amsterdam**

[INSCRIPTION AU SEMINAIRE](#)

[LISTE DES SEMINAIRES RECENTS](#)

Abstract : During the last five decades containerization has considerably changed the ways of moving cargo along the supply chain. A great body of research has been devoted to the analysis of its effects, particularly those related with economies of scale. The rapid increase of the size of vessels observed in the past few years confirms the importance of economies of scale. But beyond these general considerations, the local effects of containerization may greatly differ across regions, even within advanced economies. To provide some insight on these differences, two case studies are presented at this seminar.

In the first presentation, Hidekazu Ito analyses long term changes on Japanese hinterlands. His research draws on the “lock-in effect” concept to explain how external shocks may induce major shifts on hinterlands. The case of the Kobe earthquake in 1995 is used as an illustration of this trend. The temporary obstruction of the local container terminal induced (or accelerated?) a long lasting change on the port choice behavior of Japanese shippers.

The second presentation is focused on the mid-term changes observed on hinterlands. The results of an analysis of French foreign trade data show that the friction associated to inland distance has been slightly relaxed in the recent years. This change could be interpreted as the effect of further port concentration derived from the increase in vessel size and a limitation of port calls per loop in favor of large ports. It is argued that the lesser importance of inland distance shouldn't be interpreted exclusively that way. Other factors, such the reorientation of international trade, changes on the location of shippers and on the types of cargo would have also played non-negligible roles.

Bio: Hidekazu Ito is Professor of Marketing (tenured position) in the School of Business Administration, and Adjunct Professor of Technology Management, Institute of Business and Accounting (IBA), Professional Graduate School, Kwansei Gakuin University, Japan. He obtained his Ph.D. at the Graduate School of Policy and Planning Sciences, University of Tsukuba, Japan in 2003. His research interests are regional economics and transportation economics including maritime economics, in particularity bridging between them, i.e., economic impacts of transportation on regional economies for their different groups. **David Guerrero** is Researcher at Ifsttar. He obtained a PhD in geography with the Highest Distinction for her thesis on “The market areas of French ports” from Paris Diderot University in 2010. Apart from his work in academia, he has some operational experience in Public Policy being project manager at Datar (French Prime Minister's Delegation) in 2010-2011, involved in the writing of a report for the parliament. As a transportation geographer, his particular areas of expertise include ports and maritime transport, global supply chains, and automotive logistics.