



Global logistics and local dilemmas

Peter V Hall
Urban Studies Program
Simon Fraser University

What is the potential for differences of views between local priorities and national considerations when developing Gateway and Corridors with particular reference to land use planning?

The rise and fall of urban mega-projects

“It is much easier to site new buildings—even stadiums, convention centres, and shopping malls—away from sensitive neighbours than airports, highways, or rapid transit systems because they require neither mammoth sites nor continuous corridors”

(Altshuler and Luberoff, 2003: 230)

Global logistics and local dilemmas

1. Gateways, corridors and ports inhabit cities...
 - A history of disconnection
 - Infrastructure, Networks, Economics & Institutions
2. Impacts vary by scale...
 - Local pain, global gain
 - Local = Neighbourhood to Metropolitan
3. Respecting urban sustainability...
 - Efficiency, Equity, Environment

Disconnection - four ways of thinking about ports and port-cities

- Port-infrastructure
- Port-networks
- Port-economies
- Port-institutions



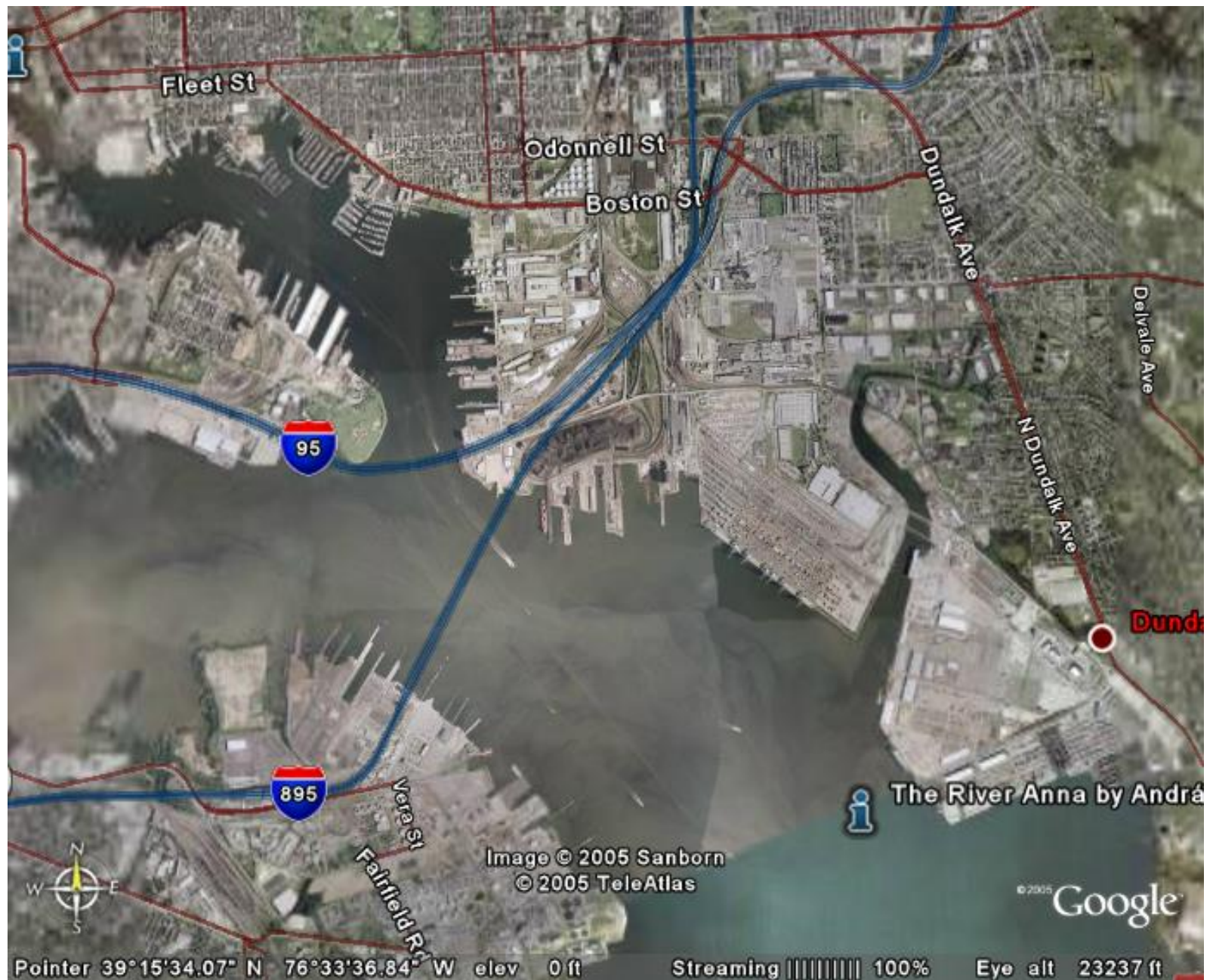
Port-infrastructure



- Containerization:
 - McLean, Sealand and the Ideal X, 1956
 - Wheels to boxes
 - Bigger, cellular ships
- Port infrastructure:
 - Migration downstream
 - Dredging
 - Cranes and terminals
- Urban interface:
 - Truck and rail corridors
 - Localized noise and air pollution
 - Barrier effects

The Port of
Baltimore:

migration
away from
the city
center





The Port of Durban:

some ports can't escape their cities...



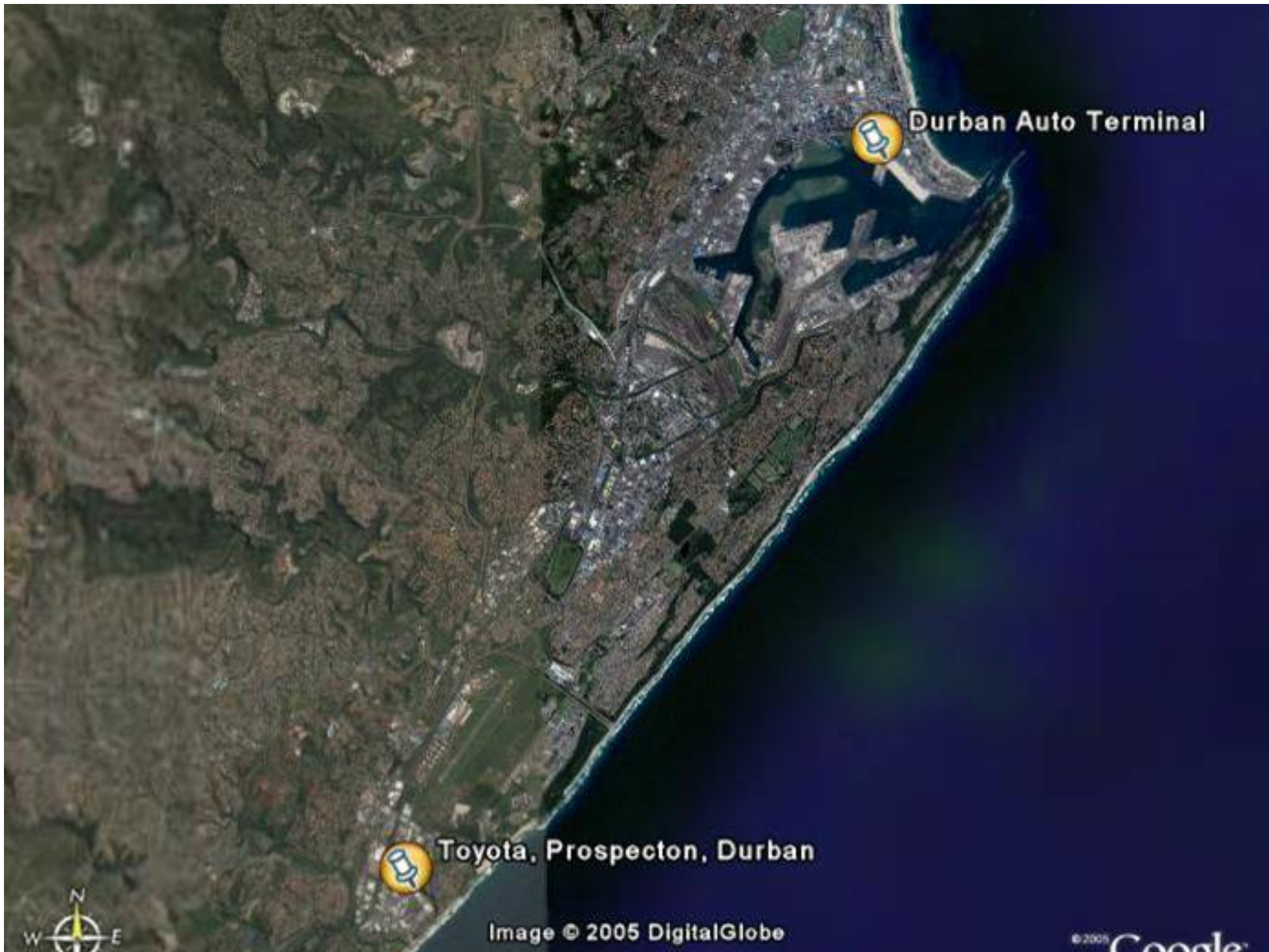
Durban auto terminal – the urban interface



Port-networks

- Shipping economies of scale
 - Deregulation and intermodalism
 - Larger hinterlands
- Consolidation of flows
 - Gateways, hubs and feeders
 - Localized congestion
- The rise of logistics
 - Metropolitan land use impacts





Durban Auto Terminal

Toyota, Prospecton, Durban

Image © 2005 DigitalGlobe

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BMW World Plant Rosslyn, Pretoria SA

Toyota, Prospecton, Durban



Durban Auto Terminal



Image © 2005 MDA EarthSat

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Port-economies

- De-localisation of benefits of trade
- Abandonment of old industrial waterfront
 - The diversified waterfront
- Waterfront technology and employment
 - Job quantity, quality and skill content

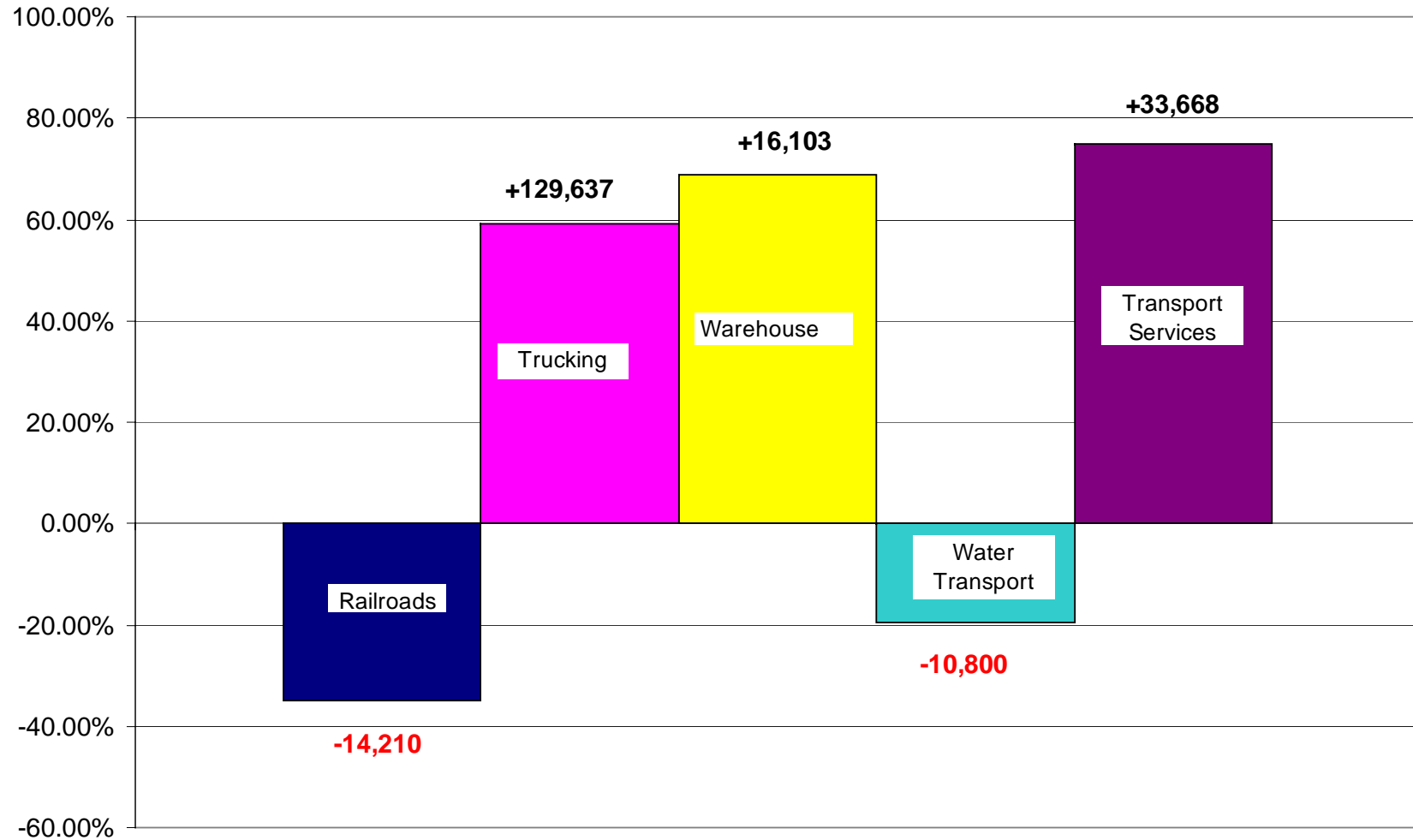


Competing land uses on the diversified waterfront

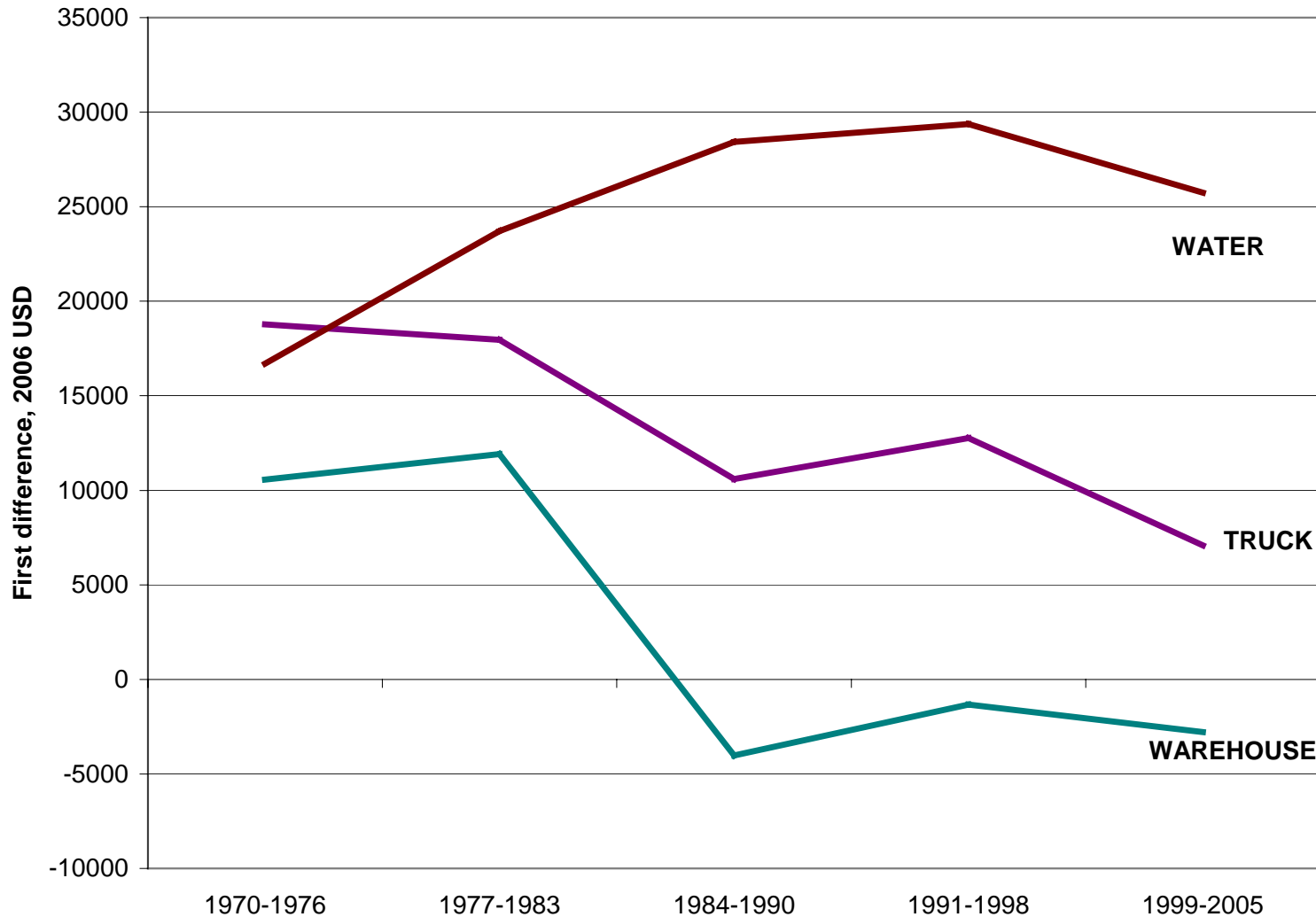
	Maritime	Non-maritime
Traditional	Cargo Ship services Fishing	Heavy industry Toll / ferry crossings Commuter rail
New	Cruise ships Recreational boating Habitat restoration	Real estate Tourism Public access



Transportation Employment Growth in US West Coast States, 1983-5 to 2000-2



Relative annual earnings of US West Coast transport workers, 1970-2005



Port- institutions

- Changed role of public authorities
 - Port competition and over-investment
 - Retreat to landlord / planner role
 - Regionalization and co-operation
- Changed role of private sector actors
 - Privatization and terminalization of ports
 - Maritime industry mergers and consolidations



Global terminal ownership and market share restructuring among leading actors, 2001

Operating body	Share of global terminal ownership	Share of global container port throughput
Global terminal operators	35%	42%
Ocean carriers	19%	12%
Public port authorities	32%	27%
Other private	14%	19%

Notes: Figures have been rounded-off for readability. Global terminal operators and carriers are defined as those firms having terminal operations in more than one region. Others are defined as non-global terminal operators and public port authorities. Source: Drewry, 2002 via Olivier & Slack, 2006.

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1. Gateways, corridors and ports inhabit cities
2. Impacts vary by scale
3. Respecting urban sustainability
 - From optimizing one goal to satisfying many
 - Efficiency – achieve desired and legitimate goods movements with lowest possible inputs
 - Equity – ensure that the benefits and costs of goods movement are proportionately distributed among individuals, groups and localities
 - Environment – ensure that the movement of goods is compatible with natural ecosystem health

Thank you.

pvhall@sfu.ca