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Organized by the Department of Geography  
MATPP Seminar

By

**Prof. Claude Comtois**

*Department of Geography  
Research Centre on Enterprise Networks, Logistics and Transportation  
University of Montréal  
On*

***Value added gateway and global supply chain:  
Transforming North America intermodal transport***

*Time: 7:00-8:00 p.m., Tuesday, 25<sup>th</sup> January, 2011*

*Venue: Room 211, Hui Oi Chow Science Building, HKU*

### **About the Speaker**

Claude Comtois is professor of geography at Montreal University, Canada. He has a degree in political science, a M.Sc. in geography from Laval University and a Ph.D. from the University of Hong Kong for his research in the field of transportation. He is affiliated with the Research Centre on Enterprise Networks, Logistics and Transportation of Montreal University. He has over 10 years experience as transport project director for the Canadian International Development Agency in China. Visiting professorships include more than 15 foreign universities. His teaching and research are centred on transport systems with an emphasis on shipping and ports. He has been involved in consultancy studies on marine policy, intermodal transport and environmental issues. He is the author or the co-author of over 100 scientific publications and 250 communications. He has supervised or participated in more than 40 research projects and has collaborated in the transfer of knowledge and methodologies applied to transport systems. He currently supervises projects on the competitiveness of port systems, on the governance of logistics chains and on the resilience of transport infrastructure.

### **Seminar Abstract**

The capacity of maritime transport and ports to adapt to changes is a key issue in sustaining their competitiveness. The opportunities for the constituents of maritime transport to become highly competitive is likely to be manifold in the next decade. This raises a series of key issues. How is international seaports logistics evolving? How the primacy of containers has led to changes in North America's transport network architecture? Above all, how can port insure the fluidity and reliability of global supply chain from a system perspective?

Initially, extant models relating to the evolution of logistics are recalled. A key feature is the role of transport in logistics cost breakdown. Second, we proceed in assessing the geographical dynamics of intermodal transport in North America. Emphasis is given on the participation of railways. Third, we highlight how marine gateways can respond to changes in global transport network dynamics with a view to play a critical role in global supply chain and international commerce.