



[Patrick de LA MORINERIE](#)

Presentation notes for the 'supply chain' workshop

Theme: How does the supply chain adapt to changing economic conditions?

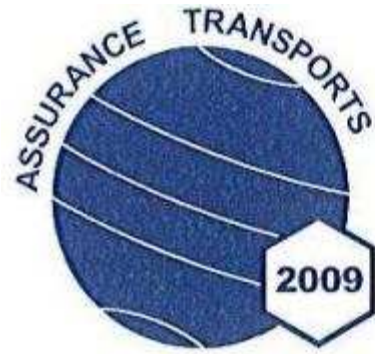
Growth rates in the transport of freight have outperformed the overall economy in general in recent years. Despite the difficulties arising from the period of sharp contraction in demand that has overtaken us, forecasts indicate that freight transportation will have increased significantly by 2010.

The transport industry has had to adapt as international trade burgeoned in order to deal with the ensuing increase in cargo traffic. Ships have become much, much larger, there has been a huge increase in commodity, transport and storage values, while at the same time the supply chain has grown increasingly complex.

We can now see too that the big leap in sizes has led to physical and economic constraints which the transport industry and its logistics experts must face. This new situation includes how today's mega ships will be handled in ports and terminals, and the problem of accumulation of extensive assets by value in a single location.

Such constraints do of course compound the conventional problems inherent in transportation and logistics: tracing ships and cargoes, meeting delivery deadlines while keeping to schedules, and opening new maritime routes (ie, Arctic sea lanes) etc. Such spectacular growth must also comply with domestic and international treaties which increasingly take account of environmental requirements.

In this context, given the growing trend to supersizing, what responses do logistics offer, and what are the future trends in insurance coverage likely to be?

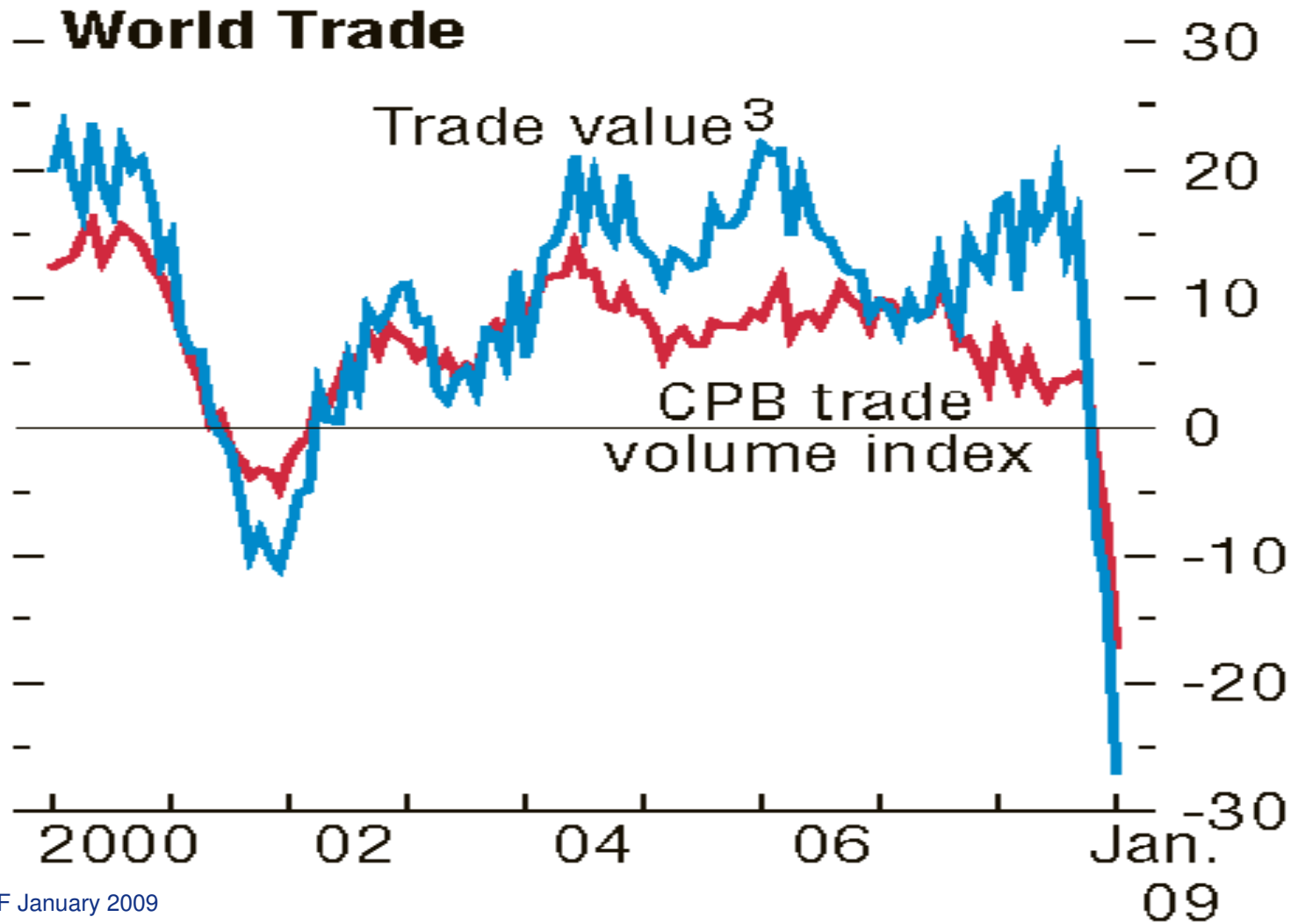


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How does the supply chain adapt? /



Workshop: How does the supply chain adapt?



Source: IMF January 2009

Workshop: How does the supply chain adapt?



About dataset +

About subject

Annual percent change



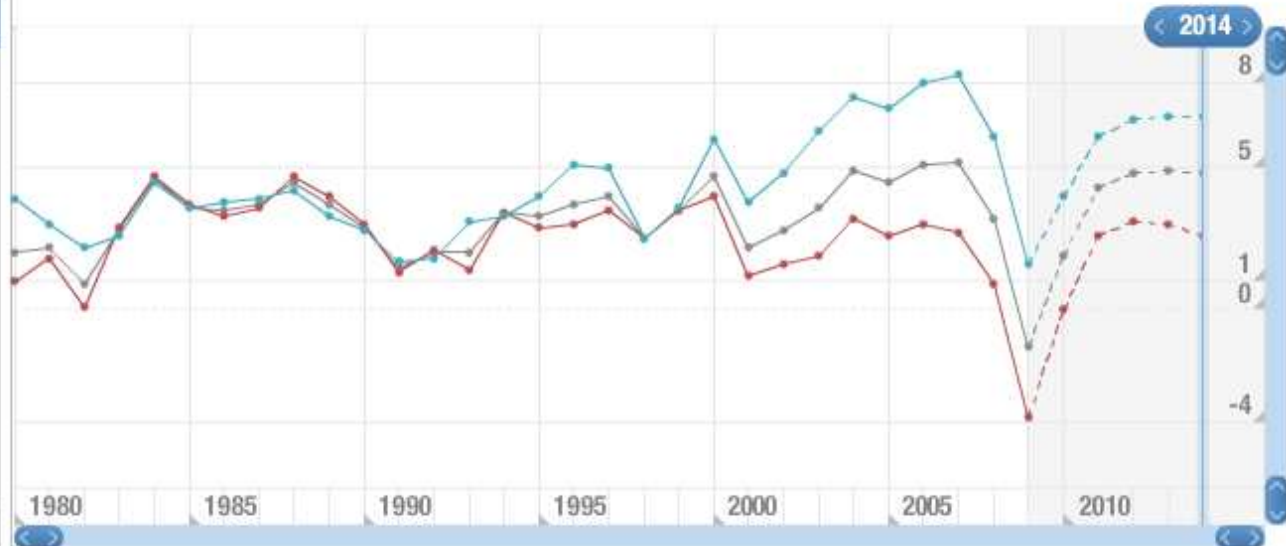
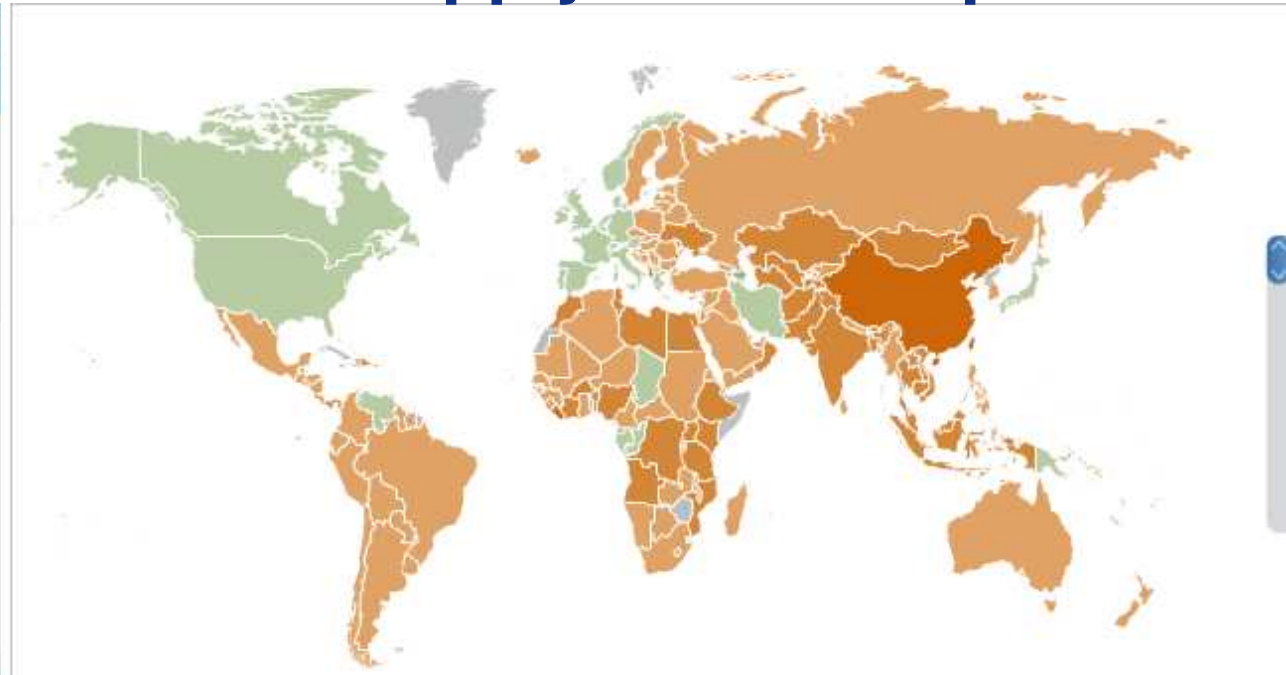
Gross domestic product is the most commonly used single measure of a country's overall economic activity. It represents the total value at constant prices of final goods and services produced within a country during a specified time period, such as one year.

Source: World Economic Outlook (April 2009)

Add a country, region or group to the chart +



Source: IMF January 2009



Panellists Workshop: How does the supply chain adapt?

- **Bruno Vergobbi**

Secretary General French Sea Ports Association

- **Prof. Dr. Rainer Freise**

*Chairman International Rail Transport committee CIT,
Berne*

Managing Director, DVA

- **David Pohl**

Head of International Intermodal Projects, CMA-CGM

- **Matthieu Berrurier**

Managing Director, Groupe Eyssautier

- **Patrick de La Morinerie**

Deputy CEO, AXA Corporate Solutions

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