

The Developers' Guide on Planning and Design of Logistics Centers in CAREC Countries

Almaty

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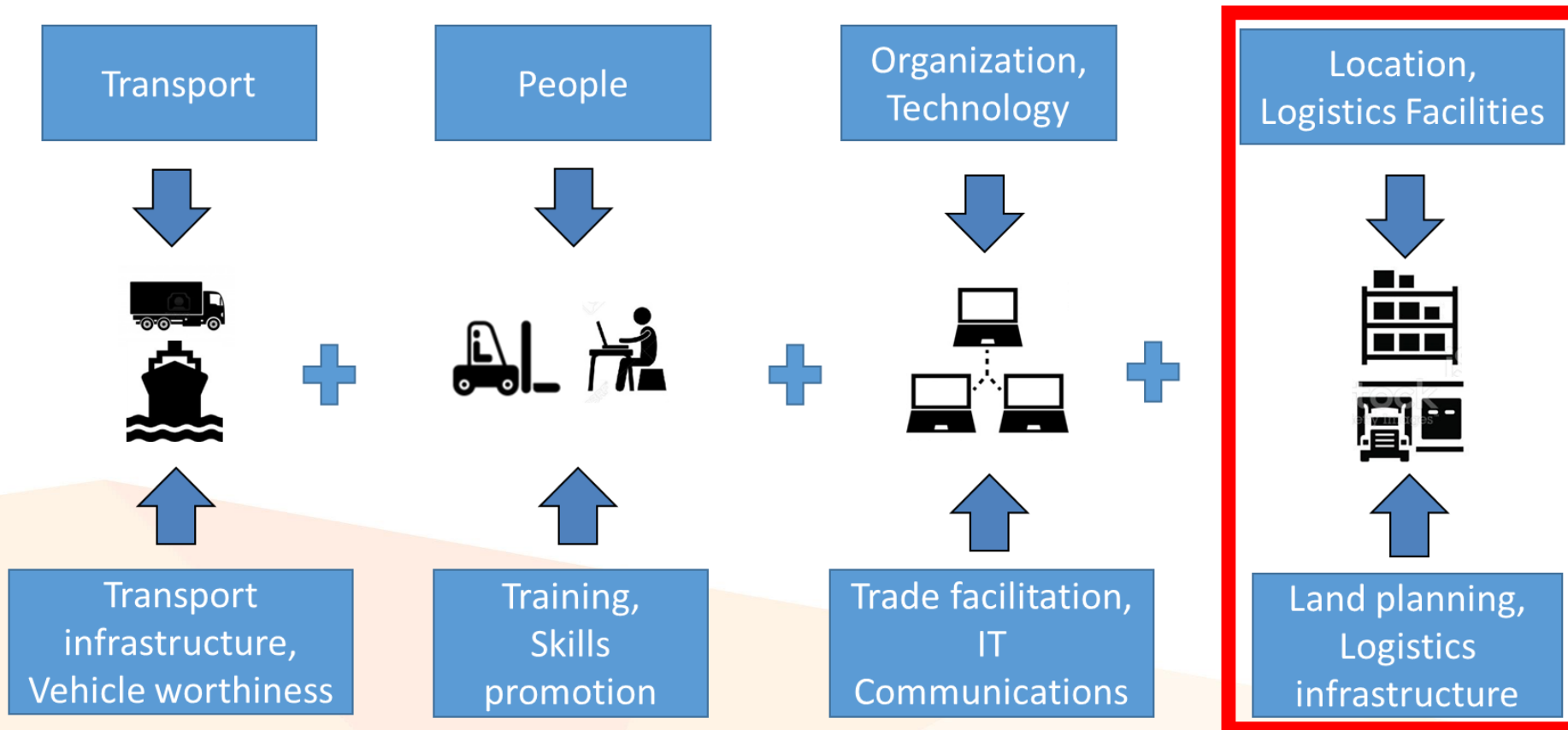


IGNASI RAGÀS PRAT
ECONOMY, LOGISTICS AND TERRITORY

iragas@iragas.es

A key pillar for logistics efficiency

Key components of an efficient national logistics system



Policy levers

Where are the differences?



Non-efficient layout
Urban encroachment



Efficient layout
Planned use of land

Where are the differences?



Congestion & urban impacts



Congestion & urban impacts reduced

Where are the differences?



Legacy, underperforming infrastructure
Non-compliant with standards required by international customers



Infrastructure enabling efficient and compliant operations

What is a logistics center?

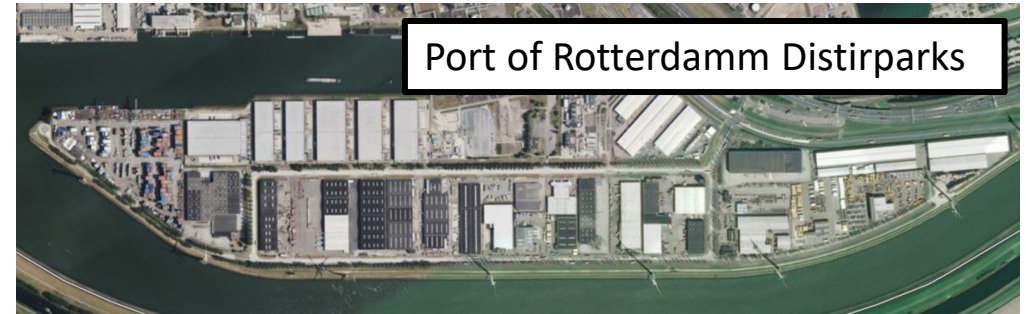
LC is a complex specifically conceived and designed to accommodate warehouses, transport and logistics facilities, and other associated services.

Location, layout and services are designed to improve operational performance, and create synergies among companies.

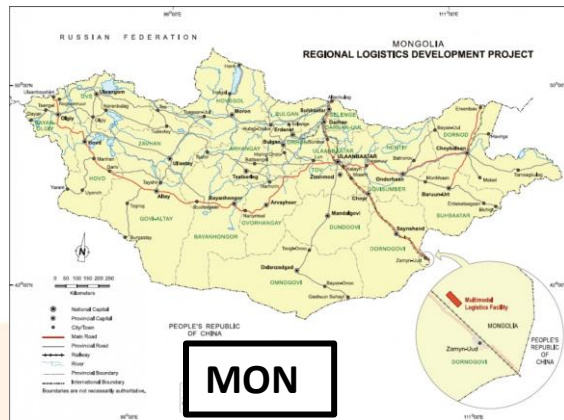
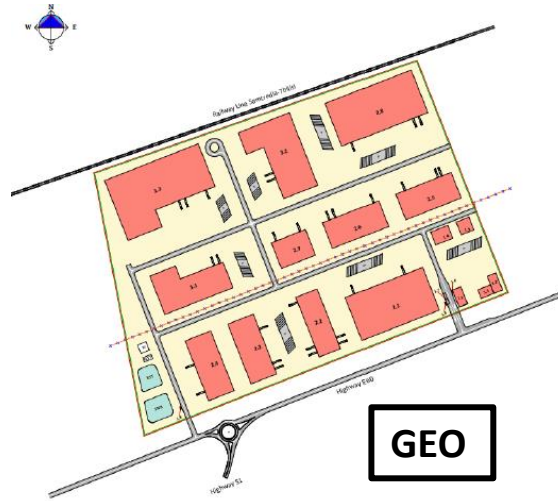
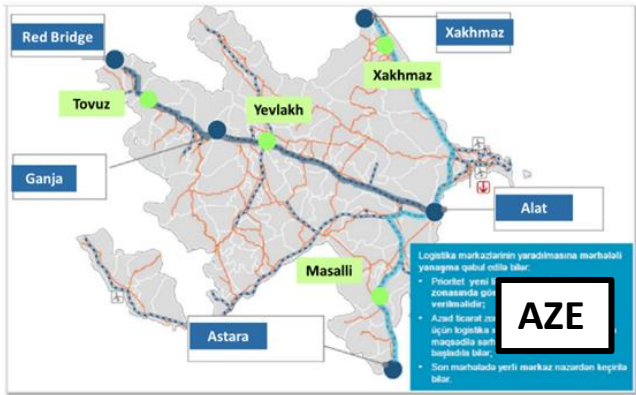


LCs have been successfully developed in many countries following a variety of purposes

- Relocate obsolete transport and distribution facilities from inner cities.
- Attract additional business to ports, railways terminals and airports.
- Encourage intermodal transport.
- Organize land use in the surroundings of major cities.
- Promote and modernize of transport and logistics sector.



LCs are being planned and developed in most CAREC countries



LCs may involve different transport modes



Port-related

Air cargo center



Intermodal rail-road

Road-only



LCs may specialize in some functions



Consolidation & regional distribution



Local distribution

Wholesale food market



Specific features of LCs vs conventional industrial parks

- Location to suit the expected functions
- Excellent road connectivity
- Orthogonal layout
- Intermodal facilities
- Hierarchy and design of internal roads
- Plots size and form conceived to accommodate warehouses
- Reduced gradients, zero gradient at loading areas
- Controlled access and security
- Added value services



Public sector involvement in LCs

- Development costs of LCs may be higher than those of conventional industrial parks.
- LCs are targeted to specific customers: transport and logistics companies...
- ... offering best value to them.
- Market may be unfamiliar with the concept.
- Locations may be under the jurisdiction of port, railway or airport authorities.



Often public sector takes an active role in the development of LCs under a variety of formulae



1 USD invested in LC infrastructure may trigger 5 USD invested by logistics companies in buildings and equipment

The LCs Guide provides:

1. Basic concepts about LCs and about the policies supporting them (Chapter 2)
2. Technical guidance on the design and layout of LCs (Chapter 3)
3. Guidance for successful implementation and operations (Chapter 4)
4. Economic, social and environmental impacts and mitigation strategies (Chapter 5)
5. Trends, opportunities and challenges for the CAREC Region (Chapter 6)
6. Best practice and case studies from CAREC countries and beyond



Looking ahead

Drivers and opportunities

- Logistics outsourcing
- Specialized logistics developers
- e-commerce
- Introduction of international standards
- Legacy infrastructure lifetime
- Urban encroachment of existing facilities

Opportunities

- Growth in transport and trade
- Ambitious infrastructure projects
- Rail-centered logistics
- Land availability
- Exposure to international practice

Challenges

- Technical capabilities
- Projects contaminated by particular interests
- Overoptimistic forecasts
- Abilities to negotiate win-win agreements
- Protection of internal markets.
- Goldplating



Next steps

- National and regional workshops involving all stakeholders including subnational and planning authorities
- Regional and international exchanges and site visits
- Database of best practices
- Focus group on LCs within CAREC's umbrella



Thank you!



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