

Izglītības programma : loģistikas speciālists

Mācību priekšmets: “transporta ģeogrāfija”

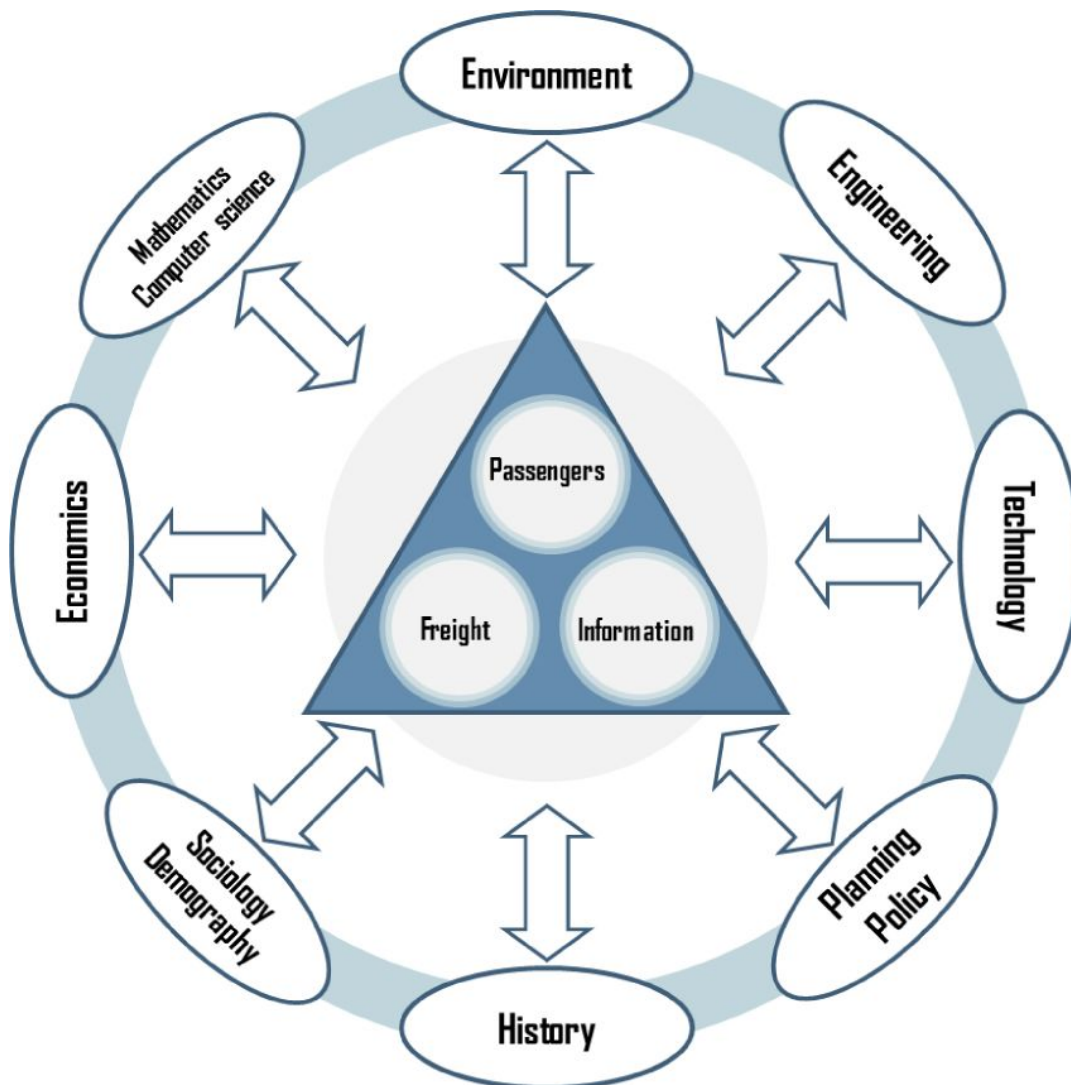
Ievads – transporta ģeogrāfijā.

Izziņas avots: Rodrigue J.P., Comtois C, Slack B. “The geography of Transport Systems.

- ⌘ Transporta ģeogrāfijas saistība ar fizisko ģeogrāfiju, atklājumu ģeogrāfiju, ģeopolitisko kartējumu, kartogrāfiju.
- ⌘ Considering the wide variety of students' backgrounds, they tend to be challenging classes but offer the possibility to attract students into a transportation or a geography program. Offering such courses should thus be seriously considered to place transportation issues within an academic community. Such classes should almost strictly focus on concepts by explaining the importance of transportation from the local to the global. A particular emphasis should be placed at presenting the relationships between transportation and geography, discussing its history, presenting major modes and terminals, as well as international and urban transportation systems. Methodological issues should not be discussed in details, but simply in terms of how they are relevant to the discipline.

1.Transporta ģeogrāfijas attīstība

- ^ Senais Zīda ceļš, Dzintara ceļš, vikingi
- ^ atklājumi
- ^ Gotlande – Latvija – Melnā jūra,
- ^ Hanzas savienība
- ^ Zelta drudzis
- ^ ostu veidošana, kuģu attīstība, zirgu pasts
- ^ kalnu pāreju veidošana, tuneļi, kanāli, slūžas...



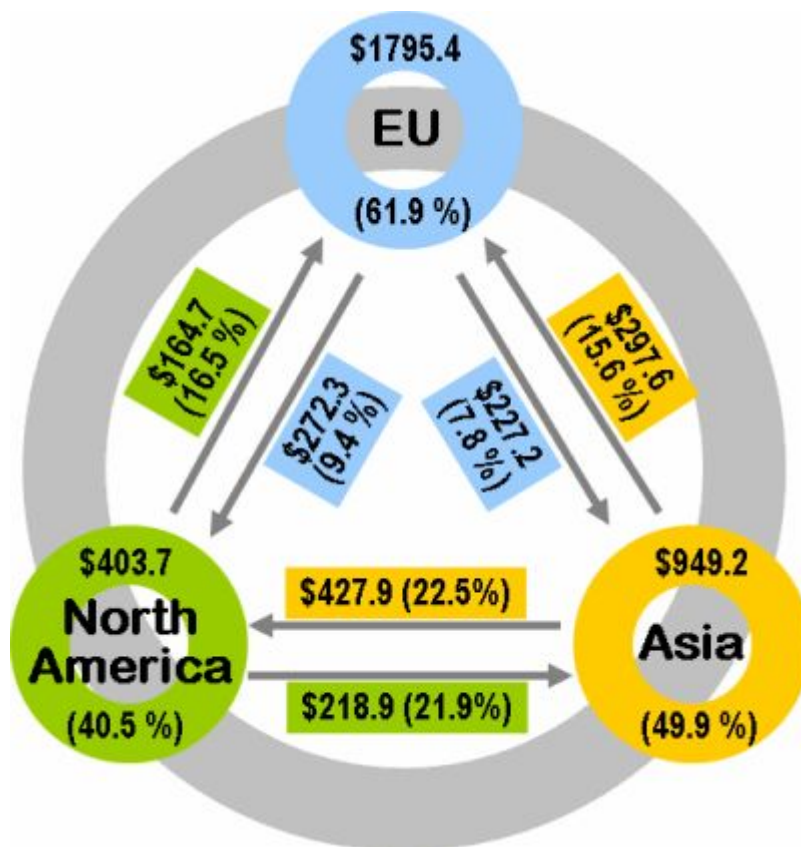
Source: adapted from B. Hoyle and J. Smith (1998) "Transport and Development: Conceptual Frameworks", in B. Hoyle and R. Knowles, *Modern Transport Geography*, 2nd Edition, London: Wiley, p. 17. Dimensions of Transport Geography Since transport geography is a multidisciplinary field, it can be approached from several dimensions of inquiry.

2.Transporta jeb komercġeogrāfija

- ⌘ Tās daba, industrijas sektors:
 - ^lauksaimniecība
 - ^ pasažieri
 - ^cauruļvadi
 - ^kabeļi
 - ^ gaisa pārvadājumi
- ⌘ Cēloņi :
 - ^ dabas zonas
 - ^ dambji, kanāli, tuneļi, kalnu pārejas (Brennera pāreja, Sueca, Panama, fjordi..)
 - ^ robežas, muiža (Kaļiņingrada, Grenctāle...)
 - ^ dabas resursi (olīve, laši, upenes, akmeņogles, nafta...)

- * Sakarības: ^ robežlīgumu, muita
- ^tarifi, kvotas
- ^tranzītceļi
- ^tranzītītkli
- ^ tranzīt centri, kapacitāte
- ^ infrastruktūra
- ^konteinerostas
- ^ nacionālie tīkli, klasteri
- ^multinacionālie tīkli, sadarbības ķēdes,
- ^ kara draudi, nogrūvumi
- ^brīvais tirgus
- ^ Pasaules tirdzniecības organizācija – WTO
- ^ ģeopolitiskā situācijas straujās izmaiņas
- ^ e- tirgus
- ^ transporta attīstība, jauda, ietilpība, kravnesība, ātrums....

Starpkontinentālā tirdzniecība, tās saistība ar transporta ģeogrāfiju:

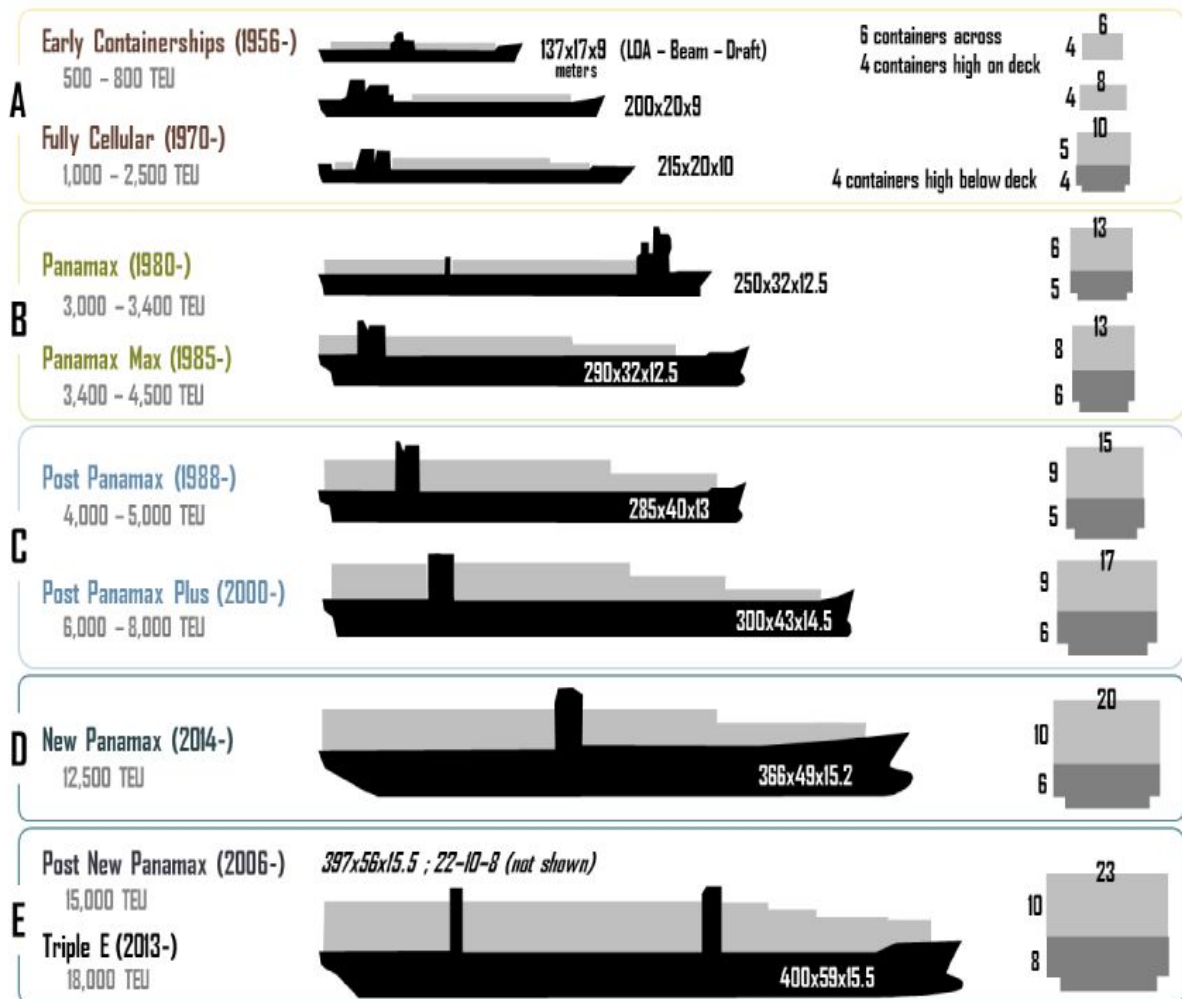


In billions of dollars and in % of all exports.

Source: WTO International Trade of Merchandises, 2003 The recent decades have seen important changes in international trading flows. The bulk of international trade occurs within economic blocs, especially within the European Union and NAFTA. Other significant flows are between Asia / Pacific and North America (especially the United States), between Europe and North America and between Europe and Asia / Pacific. For several reasons, such as geographical proximity (Eastern Europe), energy (Middle East) and colonial legacy (Africa), the European Union has significant trading linkages with the "rest of the world". North

America, also maintains important trade linkages with Latin America. Another important characteristic of the contemporary commercial setting concerns imbalances in trade flows. For instance, it is clear on the above figure that the Asia / Pacific region exports more than it imports and that North America imports more than it exports. Three major poles account for the majority of the global trade, about 80% of all exports. Most of this trade is however regional in scale, particularly within the European Union (EU) where close to 62% of all exports are taking place between its members. The vastness of Asia as a statistical unit partially hides a higher level of export dependency than the 50% figure. Trade imbalances, notably between Asia and North America, are particularly prevalent.

Kravnesības izmaiņas un to ietekme uz kravu pārvadājumiem / transporta ģeogrāfiju:



Source: Ashar and Rodrigue, 2012. All dimensions are in meters. LOA: Length overall. Evolution of Containerships Since the beginning of containerization in the mid 1950s, containerships undertook six general waves of changes, each representing a new generation of containership: