

Trade Logistics for Inclusive Development
and Supply Chain Efficiency:
Status, Challenges, and Questions for Discussion

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Outline

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2. Current Status in the Asia-Pacific
3. Challenges for Policymakers
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Based on a background paper prepared for ADB (co-authored with Shintaro Hamanaka). See the paper for full details.

1. Trade Logistics, Inclusive Growth, and Supply Chain Efficiency

- ▶ Trade logistics = the grease in the wheels of international trade.
- ▶ Increased trade and participation in regional and global value chains promotes higher national incomes, and helps move towards development objectives.
- ▶ Logistics—particularly internal logistics—reduces the wedge between consumer and producer prices, and thus helps groups like agricultural producers get their products to market at a better price.

2. Current Status in the Asia-Pacific

- ▶ Shortage of good, internationally comparable metrics on trade logistics.
- ▶ World Bank's Logistics Performance Index covers 155 countries, based on a survey of 1,000 logistics professionals.
 - ▶ International LPI: Respondents in one country rate performance in other countries. Six core dimensions of logistics performance, aggregated to make a single index ("the LPI").
 - ▶ Domestic LPI: Respondents rate performance in their own country. Detailed qualitative and quantitative data, including time and cost.
- ▶ The LPI is a convenient entry point into assessing logistics performance across countries, but is only the beginning of an analysis. Needs to be accompanied by other, more specific indicators.

2. Current Status in the Asia-Pacific

International LPI and its Components

	Central Asia	East Asia	South Asia	Southeast Asia	The Pacific
Overall Score	2.53	3.54	2.54	3.02	2.40
Efficiency of the Border Clearance Process	2.44	3.29	2.37	2.78	2.14
Quality of Infrastructure	2.41	3.59	2.38	2.82	2.15
Ease of Arranging Competitively Priced Shipments	2.48	3.44	2.48	3.02	2.40
Competence and Quality of Logistics Services	2.43	3.46	2.59	2.95	2.17
Ability to Track and Trace Consignments	2.49	3.55	2.51	3.11	2.46
Timeliness of Delivery	2.89	3.90	2.91	3.42	3.06

2. Current Status in the Asia-Pacific

Major Sources of Delay

	Central Asia	East Asia	South Asia	Southeast Asia	The Pacific
Compulsory Warehousing and Transloading	55%	11%	30%	19%	NA
Pre-Shipment Inspection	63%	9%	23%	31%	NA
Maritime Transshipment	42%	4%	40%	13%	NA
Criminal Activities	1%	3%	6%	9%	NA
Informal Payments	34%	6%	25%	17%	NA

3. Challenges for Policymakers

1. Accurate measurement of logistics performance.
2. The scope of commercially meaningful coverage of logistics.
3. Lack of demand-side perspective.
4. Difficulties relating to cross-border cooperation.
5. Persistent policy barriers.
6. Disadvantages that landlocked countries face—transit issues.
7. Ensuring consistency between hard and soft infrastructure.
8. Poor internal logistics and domestic logistics capacity.
9. Delays caused by criminal activities.
10. An emerging issue—green logistics.

4. Examples of Overcoming Challenges

► CAREC Corridor Performance Monitoring Measure (CPMM).

► Challenge I: Accurate measurement of logistics performance.

	1	2	3	4	5
Route	Kuldzha-Moskow	Korgas-Troitsk	Bakhty-Tashkent	Dortmund-Shymkent	Stambul-Bishkek
Commodity	Footwear	Equipment	Consumer Goods	Rubber discs	Home appliances
Perishable	No	No	No	No	No
Cargo weight (tons)	20	20	22	19	15
Container?	No	No	No	No	No
TIR?	Yes	Yes	Yes	Yes	Yes
Distance (km)	2,485	2,451	1,765	2,106	2,458
Transit time (hrs)	43.78	38.47	29.95	33.08	38.12
Activities time (hrs)	86.25	78.18	46.33	27.5	35.83

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