



Measuring Commodity-Level Trade Costs in Asia:

The Basis for Effective Trade Facilitation

**ARTNeT Conference on Empirical and Policy Issues of
Integration in Asia and the Pacific**

1-2 November 2012, Colombo, Sri Lanka

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Outline



- The Issue
- Review of Doing Business (DB)
- Trade Cost Measurement using Trade Statistics
- Complementarity between DB and Statistics-based Trade Cost
- Alternative Indicators of Trade Facilitation Reforms
- Some Analysis using Statistics-based Trade Cost

The Issue



- Lowering trade cost is critical to increase trade
 - MFN of Asian countries declined: 12.4% in 2000 > 8.4% in 2009; The problem is non-tariff barriers
 - Developing countries cannot export, not because of low competitiveness but because of high trade cost
- How to measure trade cost?
 - Many studies estimate level and impact of trade cost
 - Only a limited number of studies measure trade cost
- Long-term commodity-level indicator is necessary:
 - To draw up trade facilitation reform policy
 - To assess the impact of trade facilitation reform

Overview of Doing Business



- Widely used survey-based trade facilitation measurement
 - Financial cost, time, number of documents
- Designed for cross-country comparison, not for time series analysis
- Historical data set always revised/updated
- Time lag: DB 2011
 - Released in November 2010
 - Data collection completed by June 2010
 - Responses to questionnaire by February 2010

Major Problems of DB



- Beauty contest
- Survey contributors
 - local freight forwarders, shipping lines, customs brokers, port and customs officials, and banks
 - Exporting firms themselves do not contribute any information
- Inconsistency between WB Doing Business and WB Enterprise Survey (Baker 2010)
 - Both surveys include the question on number of days exports take to clear ports and customs, but correlation between the two is very low (0.13)

Procedures and Costs Covered by DB



- Procedures (Pre-shipment activities)
 - Packing of goods in seller's warehouse
 - Inland carriage and handling
 - Terminal (port) handling, including storage if a certain storage period is required
 - Customs, inspections, and technical control
 - All other services performed until departure from port of exit
- Costs
 - Documentation fees
 - Administrative fees for customs clearance and technical control
 - Customs broker fees
 - Terminal handling fees
 - Inland transport costs
 - Other costs of required services until departure from port of exit

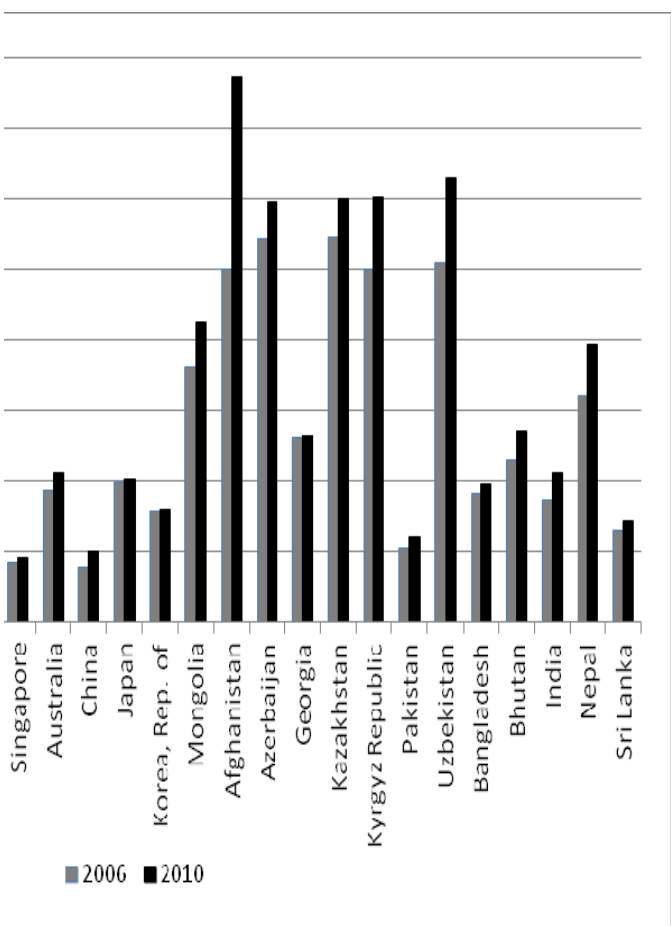
Assumptions Employed by DB



- Assumptions regarding cargos
 - Dry cargo
 - 20-foot container
 - 10-ton container
 - Value at US\$20,000
 - Leading trading item chosen from six commodity groups (but no commodity level data)
 - Textile; Coffee; Electrical equipment; Industrial equipment; Telecommunication equipment; Metal
- Assumptions regarding trading firms
 - More than 60 employees
 - Exports at least 10 percent of the sales
 - Domestically-owned
- Assumptions regarding the route
 - Ocean transport
 - From most populated city
 - Through the main port (in the case of landlocked: a port in a neighbor country)
 - To the country's largest overseas trading partner



- Landlocked countries' poor performance
- Southeast Asia's performance is good
- Deterioration in most countries
- Pakistan better than Korea?
- Philippines better than Japan?



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