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Edited by

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Foreword by Masahiro Kawai
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Foreword

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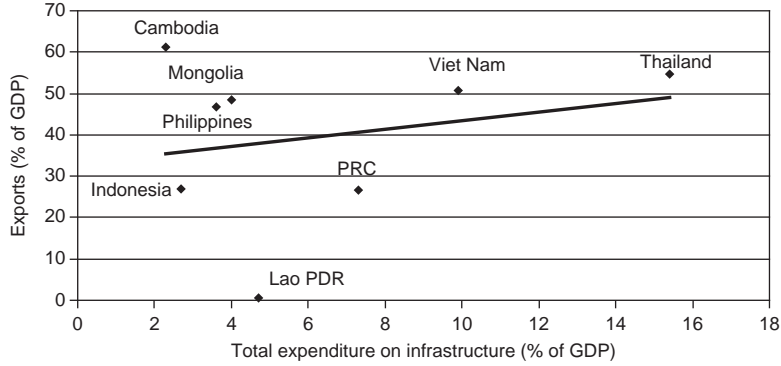
Annex

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ADBI	A, D, B, I
AFTA	ASEAN F, T, A
ASEAN	A, S, E, A, N
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CES	
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DWT	
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FAF	
FDI	
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FTZ	
GATT	G, A, T, T
GSP	G, S, P
ICT	I, C, T
IPC	I, P, C
OLS	
PRC	P, R, C
PRD	P, R, D
PSO	
RTG	
SAARC	S, A, A, R, C
SAFTA	S, A, F, T, A
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Douglas H. Brooks

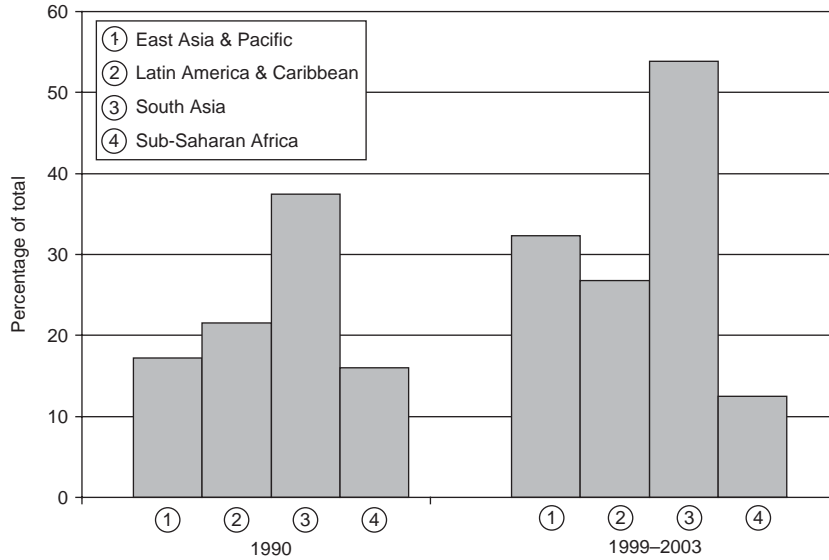
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Sources: WB, World Development Indicators 2007; IMF, Direction of Trade Statistics 2007.

Figure 1.2 Exports and total expenditure on infrastructure in 2003 (per cent of GDP)

The figure shows a positive correlation between infrastructure spending and exports. Countries like Thailand and Viet Nam, which spend a higher percentage of GDP on infrastructure, also have higher export-to-GDP ratios. Conversely, Lao PDR, which spends a very low percentage on infrastructure, has a very low export-to-GDP ratio. The regression line indicates that as infrastructure spending increases, the export-to-GDP ratio also tends to increase.



Source: World Bank, World Development Indicators 2007.

Figure 1.3 Paved roads

TRENDS IN ASIA'S INFRASTRUCTURE AND TRADE COSTS

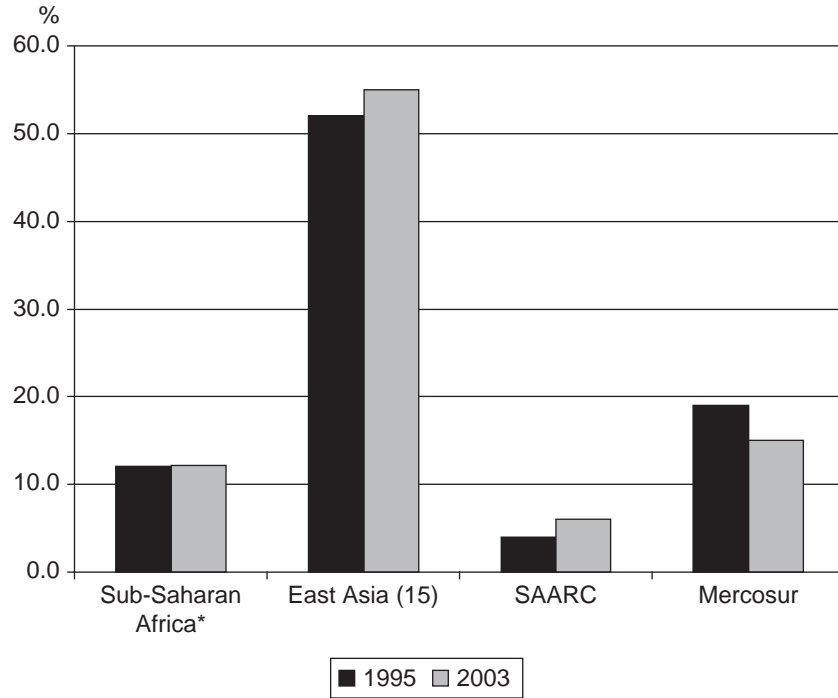
Over the past decade, Asia's infrastructure and trade costs have improved significantly. The World Bank's (F 1.3 T 1.1). T... J... fi... U... W... A... A... ff... FE... vis-à-vis... .

Table 1.1 Intraregional comparisons

		P	A	E	S	L	A
		2005	2004	2004	2004	2005	2003
M	(% GDP)	57.8	74.6	31.2	44.2		
G	(% GDP)	18.4	33.8	22.9	19.5		
G	(% GDP)	17.9	37.9	20.1	23.8		
C	FDI (US \$)	125.0	1340.0	65.0	725.0		
I	(%)	12.2	55.0	6.0	15.0		
I	(W)	513.0	1184.3	393.9	1614.5		
F	(1000)	90.6	431.7	75.3	496.0		
I	(1000)	29.0	88.6	49.0	156.1		
E		12.0	7.3	26.4	16.1		
P	(%)	12.5	32.3	53.9	26.8		

- B
- V (2001; C, 2004). T (L)
- N P (2004)
1. Direct monetary outlays
 2. Timeliness,
 3. Risk

4. *Lack of access*



Notes: 1998. SAARC: S, A, A, R, C, L, E, M; Mercosur: S, C, E, M.

Sources: World Bank, 2005; Asian Development Bank, *Regional Cooperation and Integration Strategy*, 2006.

Figure 1.4 Intraregional trade (per cent of total exports)

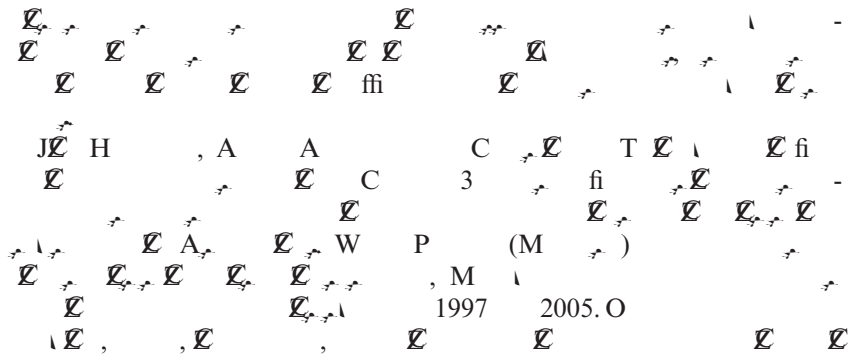


Table 1.2 Border trade costs

	S	S	E	S	L	A
	A	A	P	A	C	A
D	8.2		6.9	8.1		7.3
T	40.0		23.9	34.4		22.2
C	1561.0	(US	885.0	1236.0		1068.0
D	12.2		9.3	12.5		9.5
T	51.5		25.9	41.5		27.9
C	1947.0	(US	1037.0	1495.0		1226.0

Source: World Bank, Doing Business 2007.

Figure 1.2 shows the border trade costs for different countries. The costs are measured in US dollars per container. The costs are generally higher for landlocked countries and lower for coastal countries. The costs are also higher for countries with a large land area and lower for countries with a small land area. The costs are also higher for countries with a large population and lower for countries with a small population. The costs are also higher for countries with a large economy and lower for countries with a small economy. The costs are also higher for countries with a large infrastructure and lower for countries with a small infrastructure. The costs are also higher for countries with a large trade volume and lower for countries with a small trade volume. The costs are also higher for countries with a large trade value and lower for countries with a small trade value. The costs are also higher for countries with a large trade weight and lower for countries with a small trade weight. The costs are also higher for countries with a large trade length and lower for countries with a small trade length. The costs are also higher for countries with a large trade width and lower for countries with a small trade width. The costs are also higher for countries with a large trade height and lower for countries with a small trade height. The costs are also higher for countries with a large trade depth and lower for countries with a small trade depth. The costs are also higher for countries with a large trade area and lower for countries with a small trade area. The costs are also higher for countries with a large trade volume and lower for countries with a small trade volume. The costs are also higher for countries with a large trade value and lower for countries with a small trade value. The costs are also higher for countries with a large trade weight and lower for countries with a small trade weight. The costs are also higher for countries with a large trade length and lower for countries with a small trade length. The costs are also higher for countries with a large trade width and lower for countries with a small trade width. The costs are also higher for countries with a large trade height and lower for countries with a small trade height. The costs are also higher for countries with a large trade depth and lower for countries with a small trade depth. The costs are also higher for countries with a large trade area and lower for countries with a small trade area.

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INFRASTRUCTURE'S ROLE IN TRADE PATTERNS

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Деловая литература
Т. 1. Лекции по основам менеджмента
Лекция 1. Менеджмент: понятие, функции, задачи
1.1. Понятие менеджмента
Менеджмент – это деятельность по организации, координации, контролю и стимулированию деятельности персонала организации для достижения ее целей.
1.2. Функции менеджмента
Функции менеджмента: планирование, организация, координация, контроль, стимулирование.
1.3. Задачи менеджмента
Задачи менеджмента: определение целей, разработка стратегии, организация структуры, управление персоналом, контроль за исполнением.
2. Менеджмент в организации
2.1. Место менеджмента в организации
Менеджмент является центральной функцией организации, обеспечивающей ее эффективное функционирование.
2.2. Структура менеджмента
Структура менеджмента определяется организационной структурой организации.
2.3. Роль менеджмента в организации
Роль менеджмента заключается в обеспечении эффективного управления организацией.
3. Менеджмент и экономика
3.1. Менеджмент в рыночной экономике
Менеджмент играет ключевую роль в рыночной экономике, обеспечивая конкурентоспособность организации.
3.2. Менеджмент в государственной экономике
Менеджмент также играет важную роль в государственной экономике, обеспечивая эффективность государственного управления.
4. Заключение
Менеджмент – это сложная и многогранная деятельность, требующая специальных знаний и навыков.
4.1. Важность менеджмента
Важность менеджмента заключается в его способности обеспечивать достижение целей организации.
4.2. Развитие менеджмента
Развитие менеджмента является непрерывным процессом, требующим постоянного совершенствования.
5. Литература
5.1. Основная литература
5.2. Дополнительная литература

Ng, H.K., R. P. (2004), *Infrastructure and Trade*, World Bank Working Paper ERSD-2004-04.

Yoshida, S., S.S. Goh (2007), *Infrastructure and Trade*, *Review of International Economics*, **15**(2), 223-42.

2. $T_{\mathbb{C}} A_{\mathbb{C}} : \mathbb{C}$
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David Hummels

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Table 2.2 Geographic orientation of trade, 2005

	E				1995				2005				
	A _r	N	E	O	A _r	N	E	O	A _r	N	E	O	A _r
C	44.6	23.0	21.7	10.7	15.0	62.2	8.5	14.6	14.7	4.8			
I	65.2	12.1	12.8	9.9	4.8	62.0	7.9	12.2	17.9	12.3			
I	31.6	17.9	24.3	26.2	0.6	34.0	9.7	33.9	22.4	10.1			
K	31.5	3.4	35.0	30.1	23.6	37.3	7.4	50.0	5.2	11.8			
M	58.0	20.4	12.4	9.2	1.9	65.6	13.4	13.2	7.7	6.7			
P	61.1	18.7	17.2	3.0	18.3	60.7	18.1	9.5	11.7	9.4			
T	56.7	16.4	14.6	12.3	3.8	60.9	7.7	11.9	19.5	3.4			

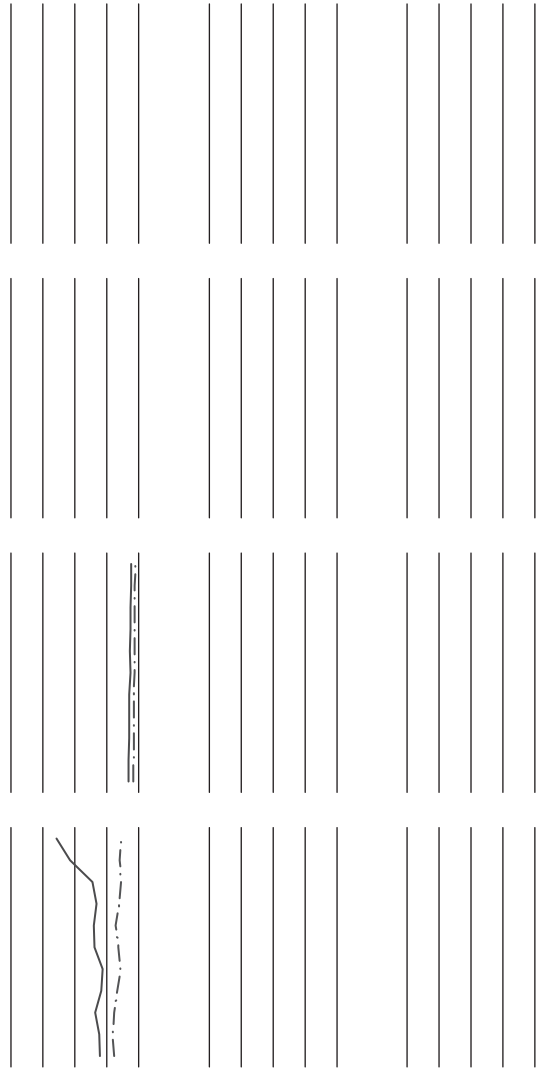
Table 2.3 Export growth to China

	E C, 2005	A C	W W	W C
I	7.8	12.2	4.7	4.3
I	6.6	32.5	10.4	9.7
K	4.1	10.9	2.7	4.1
M	6.6	14.5	4.7	4.2
P	9.9	31.6	6.0	5.0
T	8.4	16.3	4.8	4.2
H	44.7	6.6	3.4	1.3
J	13.4	11.3	0.7	0.2
K	21.8	18.7	6.4	4.6
S	8.8	19.7	4.6	3.8
T	21.7	64.9	3.4	0.4

T, J, T, A, C, H, K, P, A, C, C, fi, A, C

THE WEIGHT VALUE RATIO OF TRADE

T, L, A, H, K, I, ad valorem, TEU, ad valorem



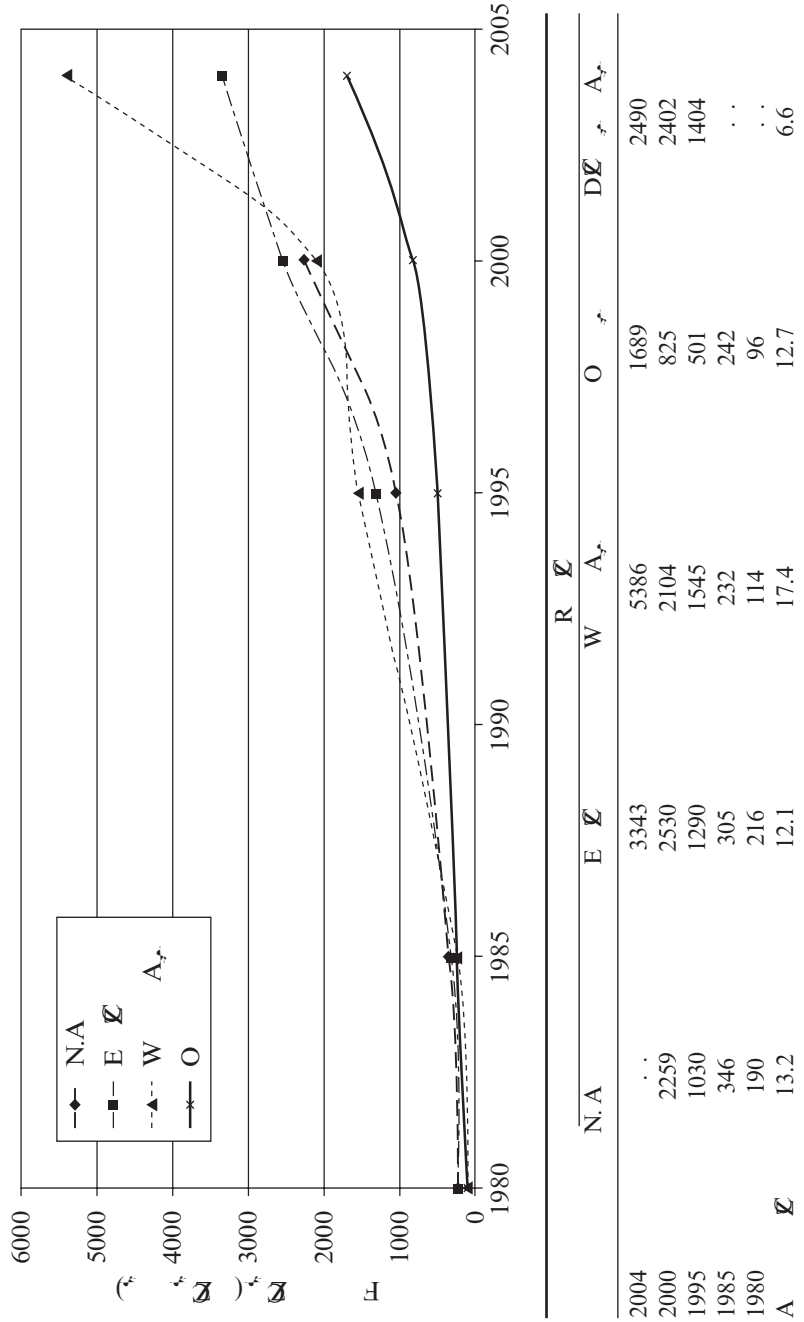


Figure 2.2 Air cargo in Asian trade (thousand freight tons)

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$$\frac{X_{t-1}^c}{X_t^c} \quad \frac{N_{jkt-1}^c}{N_{jkt}^c} \quad \frac{\bar{X}_{jkt-1}^c}{\bar{X}_{jkt}^c}$$

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Table 2.5 Decomposing trade growth, 1995...2005

	Log change in export				
	Value	Number of shipments	Shipment value		
			Mean	Median	90th pctile
China	1.43	0.80	0.63	0.09	0.38
Indonesia	0.46	0.65	0.19	0.91	0.47
India	0.99	0.80	0.19	0.32	0.02
Kyrgyz Republic	0.26	0.61	0.35	1.84	1.25
Malaysia	0.46	0.42	0.03	0.12	0.04
Philippines	0.53	0.35	0.18	0.65	0.43
Thailand	0.46	0.51	0.04	0.85	0.24
Hong Kong	0.33	0.04	0.29	0.61	0.14
Japan	0.07	0.06	0.13	0.18	0.01
Korea	0.62	0.29	0.33	0.33	0.05
Singapore	0.45	0.10	0.35	0.29	0.07
Taipei,China	0.27	0.10	0.17	0.37	0.12
Log change in import					
	Value	Number of	Shipment value		
			Mean	Median	90th
	0.46	0.65			

Table 2.6 Vertical specialization in Asia

	M (US\$ 2000)			P (US\$)				
	1990	1995	2000	1975	1985	1990	1995	2000
C	966	5373	13932	. .	2.2	4.3	7.2	9.5
I	584	1583	2873	1.4	1.9	3.0	4.9	6.9
J	5742	11451	14939	3.8	4.1	3.6	4.1	5.1
K	5710	11819	19673	20.6	18.5	16.1	17.6	19.8
M	2906	11303	25606	7.2	12.7	15.1	23.5	37.2
T, C	7938	14420	24368	. .	15.5	19.7	25.0	26.4
P	990	2623	7687	4.3	10.4	15.7	18.8	30.6
S	8281	19354	17811	20.9	36.1	35.8	42.6	35.5
T	2326	7690	10815	3.0	8.2	19.0	24.4	26.5
USA	2107	6431	7438	0.9	1.7	2.1	3.8	4.3

Note: T (US\$ 2000), C (US\$ 2000), M (US\$ 2000), P (US\$), S (US\$), I (US\$), J (US\$), K (US\$), USA (US\$).

Source: U (2007).

Asia's S (US\$ 2000) is 9.5, C (US\$ 2000) is 2.2, M (US\$ 2000) is 1985, T (US\$ 2000) is 26, J (US\$ 2000) is 37, USA (US\$ 2000) is 4.3, I (US\$ 2000) is 6.9, K (US\$ 2000) is 19.8, USA (US\$ 2000) is 4.3.

CONCLUSION

I (US\$ 2000) is 6.9, A (US\$ 2000) is 13.9, T (US\$ 2000) is 26, J (US\$ 2000) is 37, USA (US\$ 2000) is 4.3, I (US\$ 2000) is 6.9, K (US\$ 2000) is 19.8, USA (US\$ 2000) is 4.3.

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3. Trade infrastructure and trade costs a study of selected Asian ports

Jon Haveman, Adina Ardelean and
Christopher Thornberg

1. INTRODUCTION

For many years, research in international trade focused primarily on environments without costs to trade. Recently, trade costs have become increasingly important in explaining the rapid growth of world trade. A growing literature on trade costs has focused on lower tariffs, declining ocean and air transport costs, and

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Table 3.2 Key statistics for Asian ports

Port	V	P	N	Y
	USA (US\$)	USA (US\$)	USA (US\$)	USA (US\$)
China				
S	1090	91	4280	1991
	40986	96	41779	2005
Y	1	100	16	1991
	45778	98	28276	2005
N	5	94	105	1991
	4835	98	17950	2005
	25	91	188	1995
	3963	97	8833	2005
India				
J	30	99	288	1995
	2622	98	8077	2005
M	763	72	3086	1991
	2300	78	8374	2005
M	278	65	1102	1991
	1060	95	3247	2005
C	86	79	540	1991
	233	97	1410	2005
N	41	96	126	1991
	982	97	2342	2005
Malaysia				
P	1051	59	1666	1991
	1919	98	3067	2005
K	601	62	1286	1991
	1949	91	3687	2005
J	52	75	86	1991
	1401	88	1217	2005

Source: Authors' calculations based on data from the World Bank (2006) and the Asian Development Bank (2006).

Estimation of the Asian Port Costs (First Stage)

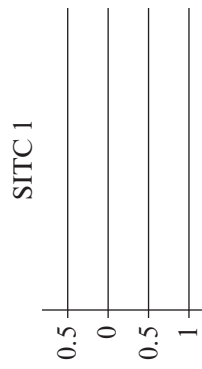
The first stage of the estimation involves the estimation of the port costs for each port. The dependent variable is the port cost in US dollars. The independent variables are the port size, the port type, and the port location. The regression equation is as follows:

$$\ln(\text{Port Cost}_{it}) = \alpha + \beta_1 \ln(\text{Port Size}_{it}) + \beta_2 \text{Port Type}_{it} + \beta_3 \text{Port Location}_{it} + \epsilon_{it}$$

4. TRENDS IN ASIAN PORT COSTS

Figure 4.1 shows the trends in Asian port costs from 1990 to 2005. The figure is divided into two parts: (a) and (b). Part (a) shows the trends in port costs per TEU for the period 1990-2005. Part (b) shows the trends in port costs per TEU for the period 1990-2005. The figure shows that port costs per TEU in Asia have generally increased over the period 1990-2005. The increase in port costs per TEU is most pronounced in the period 1990-1995, when it rose from around US\$10 to US\$15. This increase was driven by a number of factors, including the increase in fuel costs, the increase in labor costs, and the increase in the cost of port infrastructure. The increase in port costs per TEU continued to rise in the period 1995-2005, reaching around US\$23 by 2005. This increase was also driven by a number of factors, including the increase in fuel costs, the increase in labor costs, and the increase in the cost of port infrastructure. The increase in port costs per TEU is most pronounced in the period 1990-1995, when it rose from around US\$10 to US\$15. This increase was driven by a number of factors, including the increase in fuel costs, the increase in labor costs, and the increase in the cost of port infrastructure. The increase in port costs per TEU continued to rise in the period 1995-2005, reaching around US\$23 by 2005. This increase was also driven by a number of factors, including the increase in fuel costs, the increase in labor costs, and the increase in the cost of port infrastructure.





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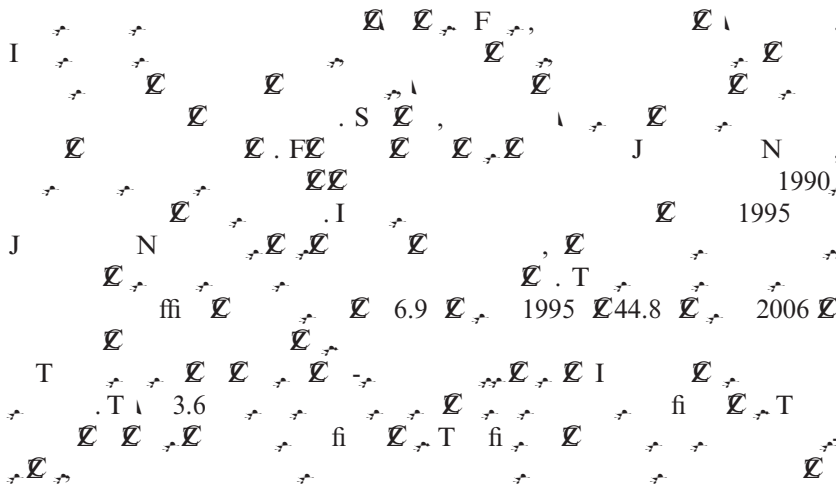
6. THE EFFICACY OF INDIAN PORT INVESTMENTS

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Table 3.5 The determinants of relative Chinese and Malaysian port costs (pooled across 1-digit SITC commodities with non-containerized trade)

		(1)	(2)	(3)
R	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)$	0.58 (0.02)	0.70 (0.03)	0.65 (0.03)
R	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)^2$		0.24 (0.03)	0.11 (0.04)
R	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)^3$			0.20 (0.03)
P	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right) \ln \left(\frac{C_{i,t}}{M_{i,t}} \right)$	0.03 (0.01)	0.04 (0.01)	0.04 (0.02)
N	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right) \ln \left(\frac{C_{i,t}}{M_{i,t}} \right)^2$	0.01 (0.01)	0.01 (0.01)	0.01 (0.01)
N	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right) \ln \left(\frac{C_{i,t}}{M_{i,t}} \right)^3$	0.01 (0.01)	0.02 (0.01)	0.01 (0.01)
C		0.04 (0.06)	0.09 (0.06)	0.07 (0.06)
E		0.02 (0.01)	0.04 (0.01)	0.04 (0.02)
W		0.00007 (0.00001)	0.00008 (0.00002)	0.00007 (0.00002)
A	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right) \ln \left(\frac{C_{i,t}}{M_{i,t}} \right)^4$	0.43	0.45	0.48
N		1112	1046	979

Note: A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VV, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YY, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ.



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Table 3.6 The determinants of relative Indian port costs (pooled across all 1-digit SITC commodities)

		(1)	(2)	(3)
R	$\ln \left(\frac{C_{i,t}^{IND}}{C_{i,t}^{JPN}} \right)$	0.7743 (0.0072)	0.9000 (0.0127)	0.9027 (0.0131)
R	$\ln \left(\frac{C_{i,t}^{IND}}{C_{i,t}^{USA}} \right)$		0.1541 (0.0128)	0.1268 (0.0170)
R	$\ln \left(\frac{C_{i,t}^{IND}}{C_{i,t}^{UK}} \right)$			0.0368 (0.0125)
TE	$\ln \left(\frac{C_{i,t}^{IND}}{C_{i,t}^{JPN}} \right)$	0.0003 (0.0001)	0.0002 (0.0001)	0.0002 (0.0001)
E		0.0045 (0.0006)	0.0043 (0.0006)	0.0048 (0.0006)
W		0.0043 (0.0008)	0.0040 (0.0008)	0.0031 (0.0008)
A	$\ln \left(\frac{C_{i,t}^{IND}}{C_{i,t}^{JPN}} \right)$	0.77	0.76	0.76
N		7447	7015	6538
D				
		(1)	(2)	(3)
R	$\ln \left(\frac{C_{i,t}^{IND}}{C_{i,t}^{JPN}} \right)$	0.7745 (0.0072)	0.9022 (0.0127)	0.9039 (0.0130)
R	$\ln \left(\frac{C_{i,t}^{IND}}{C_{i,t}^{USA}} \right)$		0.1552 (0.0129)	0.1208 (0.0169)
R	$\ln \left(\frac{C_{i,t}^{IND}}{C_{i,t}^{UK}} \right)$			0.0449 (0.0125)
DE	$\ln \left(\frac{C_{i,t}^{IND}}{C_{i,t}^{JPN}} \right)$	0.0002 (0.0001)	0.0002 (0.0001)	0.0002 (0.0001)
LE	$\ln \left(\frac{C_{i,t}^{IND}}{C_{i,t}^{USA}} \right)$	0.0016 (0.0003)	0.0018 (0.0003)	0.0019 (0.0003)
O	$\ln \left(\frac{C_{i,t}^{IND}}{C_{i,t}^{UK}} \right)$	0.0013 (0.0004)	0.0019 (0.0004)	0.0019 (0.0004)
C		0.0003 (0.0004)	0.0007 (0.0004)	0.0006 (0.0004)
E		0.0059 (0.0006)	0.0060 (0.0006)	0.0066 (0.0006)
W		0.0043 (0.0008)	0.0039 (0.0008)	0.0030 (0.0008)
A	$\ln \left(\frac{C_{i,t}^{IND}}{C_{i,t}^{JPN}} \right)$	0.77	0.76	0.76
N		7447	7015	6538

Note: A, E, T, W, C, O, D, L, R, N = 3.3.

Table 3.7 The determinants of relative Indian port costs (pooled across 1-digit SITC commodities with containerized trade)

		(1)	(2)	(3)
R	$\ln \left(\frac{C_{i,t}^{(1)}}{C_{i,t}^{(2)}} \right)$	0.7596 (0.0081)	0.8770 (0.0135)	0.8879 (0.0138)
R	$\ln \left(\frac{C_{i,t}^{(2)}}{C_{i,t}^{(3)}} \right)$		0.1461 (0.0136)	0.1451 (0.0176)
R	$\ln \left(\frac{C_{i,t}^{(3)}}{C_{i,t}^{(1)}} \right)$			0.0175 (0.0132)
T	$\ln \left(\frac{C_{i,t}^{(1)}}{C_{i,t}^{(2)}} \right)$	0.0003 (0.0000)	0.0002 (0.0000)	0.0002 (0.0000)
E		0.0023 (0.0005)	0.0022 (0.0005)	0.0025 (0.0005)
W		0.0033 (0.0007)	0.0030 (0.0007)	0.0025 (0.0007)
A	$\ln \left(\frac{C_{i,t}^{(1)}}{C_{i,t}^{(2)}} \right)$	0.78	0.77	0.77
N		6 513	6 147	5 741
D				
		(1)	(2)	(3)
R	$\ln \left(\frac{C_{i,t}^{(1)}}{C_{i,t}^{(2)}} \right)$	0.7583 (0.0080)	0.8801 (0.0135)	0.8906 (0.0137)
R	$\ln \left(\frac{C_{i,t}^{(2)}}{C_{i,t}^{(3)}} \right)$		0.1493 (0.0136)	0.1430 (0.0175)
R	$\ln \left(\frac{C_{i,t}^{(3)}}{C_{i,t}^{(1)}} \right)$			0.0240 (0.0131)
D	$\ln \left(\frac{C_{i,t}^{(1)}}{C_{i,t}^{(2)}} \right)$	0.0003 (0.0001)	0.0002 (0.0001)	0.0002 (0.0001)
L	$\ln \left(\frac{C_{i,t}^{(1)}}{C_{i,t}^{(2)}} \right)$	0.0021 (0.0003)	0.0024 (0.0003)	0.0025 (0.0003)
O	$\ln \left(\frac{C_{i,t}^{(1)}}{C_{i,t}^{(2)}} \right)$	0.0012 (0.0003)	0.0020 (0.0004)	0.0021 (0.0004)
C		0.0002 (0.0004)	0.0003 (0.0004)	0.0001 (0.0004)
E		0.0043 (0.0006)	0.0045 (0.0006)	0.0049 (0.0006)
W		0.0032 (0.0007)	0.0029 (0.0007)	0.0023 (0.0007)
A	$\ln \left(\frac{C_{i,t}^{(1)}}{C_{i,t}^{(2)}} \right)$	0.78	0.77	0.77
N		6 513	6 147	5 741

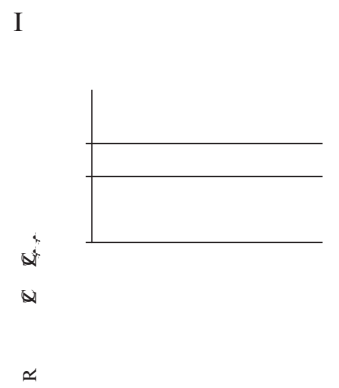
Note: A, L, T = 3.3.

Table 3.8 The determinants of relative Indian port costs (pooled across 1-digit SITC commodities with non-containerized trade)

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APPENDI 3A1

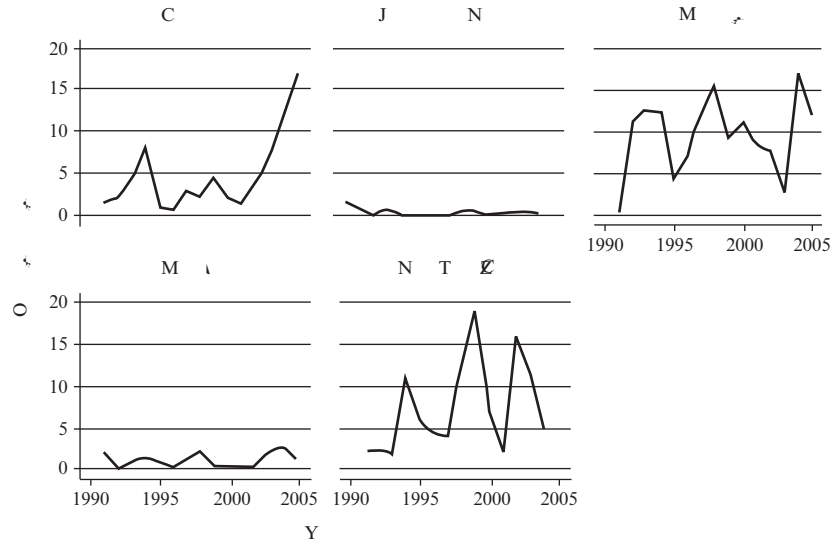


Note: G = US\$ million; R = US\$ million

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Note: G = 1000 US\$

Figure 3A2.1 (US\$)



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Figure 3A2.1 ()

Table 3A4.2 The determinants of relative Indian port costs (pooled across 1-digit SITC commodities with containerized trade)

		(1)	(2)	(3)
R	$\ln \left(\frac{C_{i,t}}{C_{j,t}} \right)$	0.7639 (0.0080)	0.8743 (0.0135)	0.8825 (0.0137)
R	$\ln \left(\frac{C_{i,t}}{C_{j,t}} \right)$			

Table 3A4.3 The determinants of relative Indian port costs (pooled across 1-digit SITC commodities with non-containerized trade)

			(1)	(2)	(3)
R	$\ln \left(\frac{C_{i,t}}{C_{j,t}} \right)$	$\ln \left(\frac{C_{i,t}}{C_{j,t}} \right)$	0.6029 (0.0263)	0.7411 (0.0356)	0.6557 (0.0356)
R	$\ln \left(\frac{C_{i,t}}{C_{j,t}} \right)$	$\ln \left(\frac{C_{i,t}}{C_{j,t}} \right)$		0.2381 (0.0376)	0.0201 (0.0437)
R	$\ln \left(\frac{C_{i,t}}{C_{j,t}} \right)$	$\ln \left(\frac{C_{i,t}}{C_{j,t}} \right)$			0.3483

Table 3A4.4 The determinants of relative Chinese and Malaysian port costs (pooled across all 1-digit SITC commodities)

		(1)	(2)	(3)
R	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)$	0.75 (0.01)	0.81 (0.01)	0.80 (0.01)
R	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)^2$		0.1 (0.01)	0.03 (0.01)
R	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)^3$			0.1 (0.01)
P	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)$	0.02 (0.00)	0.02 (0.00)	0.02 (0.00)
N	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)$	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)
N	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)$	0.01 (0.00)	0.01 (0.00)	0.01 (0.00)
C		0.02 (0.01)	0.01 (0.01)	0.01 (0.01)
E		0.00 (0.00)	0.01 (0.00)	0.00 (0.00)
W		0.00001 (0.00000)	0.00001 (0.00000)	0.00001 (0.00000)
A	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)$	0.62	0.61	0.61
N		14 303	13 595	12 819

Notes: A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VV, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YY, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ.

Table 3A4.5 The determinants of relative Chinese and Malaysian port costs (pooled across all 1-digit SITC commodities with containerized trade)

		(1)	(2)	(3)
R	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)$	0.79 (0.01)	0.83 (0.01)	0.81 (0.01)
R	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)^2$		0.05 (0.01)	0.02 (0.01)
R	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)^3$			0.10 (0.01)
P	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)$	0.01 (0.00)	0.01 (0.00)	0.01 (0.00)
N	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)$	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)
N	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)$	0.02 (0.00)	0.02 (0.00)	0.02 (0.00)
C		0.03 (0.01)	0.03 (0.01)	0.03 (0.01)
E		0.01 (0.00)	0.01 (0.00)	0.01 (0.01)
W		0.00002 (0.00000)	0.00001 (0.00000)	0.00002 (0.00000)
A	$\ln \left(\frac{C_{i,t}}{M_{i,t}} \right)$	0.64	0.63	0.62
N		9 304	8 847	8 345

Notes: A, E, T, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VV, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YY, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ.

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Table 4.2 Average ocean freight rates in 2005

O	D	B	A	T	S
	(US /TEU)	(US /TEU)	(US /TEU)	(US /TEU)	(US /TEU)
C	I	2000.00	289.22	2289.22	12.63
C	I	500.00	374.92	874.92	42.85
C	J	800.00	301.02	1101.02	27.34
C	K	500.00	319.82	819.82	39.01
C	M	600.00	162.367	1 145.2 582.219.01	

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Table 4.3 Components of total ocean freight in Asia in 2005

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4. RELATIVE IMPORTANCE OF TRANSPORTATION COSTS IN ASIA

W £ £ £ £ £ £ £ £

(4.1)

(4.2)

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the weighted-average freight rate are prominent across countries. It is interesting that the rise in the inland freight rate per container is marginal compared to the international freight rate. In contrast, the change in the international freight rate is dispersed across countries and also high. It

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Table 4.6 A Transportation costs (trade-weighted) in 2005

	C	I	I	J	M	K	T
T	8.50	8.10	11.10	7.20	9.40	11.80	11.90
A	16.90	22.90	22.70	3.10	11.50	6.70	12.10
C	8.30	19.00	12.50	10.50	14.80	10.80	15.30
E	9.20	12.40	13.10	3.70	9.40	6.60	8.60
E	4.50	28.90	9.30	2.00	9.10	8.24	9.90
F	25.10	48.50	14.40	12.00	22.00	17.90	12.70
F	41.80	59.00	27.30	34.60	41.76	40.21	27.62
I	8.70	30.90	18.50	9.20	17.50	12.50	17.20
L	8.10	15.60	9.00	1.10	9.20	2.20	12.10
M	9.80	12.20	12.80	3.10	11.60	8.30	11.60
M	14.20	16.00	14.60	9.50	16.10	12.00	15.50
Offi	6.20	20.80	2.80	1.60	1.80	6.40	8.70
P	9.50	24.20	12.60	9.60	15.60	13.90	12.60
P	8.10	12.30	11.80	7.50	12.70	7.00	11.40
R	8.20	16.80	8.60	7.20	8.50	4.30	4.00
T	8.80	15.60	5.60	1.30	3.30	2.90	3.90
C	16.90	22.80	17.20	10.40	18.40	14.90	15.60

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F, ad valorem

F, M, S, I, T, I, A

M, S, I, T, I, A

Offi, T, I, A

T, I, A

Table 4.7 Estimated weight-value ratio (TEU/US\$10 000) in 2005

CE	£	£	£	C	I	I	I	£	J	M	K£	T
T	£			417.436	12.086	192.917	1301.104	246.684	148.328	130.887		
A	£	£	£	1.957	2.330	1.443	2.330	19.922	11.318	2.266		
C				0.815	0.557	1.066	0.693	18.682	0.611	0.882		
E			£	2.216	0.458	7.098	3.202	4.164	4.244	1.848		
E	£			0.092	1.732	9.523	0.508	4.636	0.592	0.195		
F	£	£		20.728	8.964	0.975	0.349	5.676	0.916	1.957		
F			£	0.049	0.052	0.435	0.143	1.926	0.190	0.156		
I	£			0.365	0.206	0.055	0.142	0.523	0.090	0.072		
L				2.217	3.799	13.233	0.541	7.087	1.433	4.656		
M				0.031	0.967	0.039	0.081	0.136	0.035	0.046		
M				0.118	1.063	0.444	0.207	0.158	0.082	0.112		
Ofi			£	0.020	0.010	0.428	0.017	0.039	0.009	0.047		
P				0.406	1.419	0.770	1.097	0.261	0.674	0.482		

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5. ASSESSING BARRIERS TO TRADE IN SELECTED ASIAN COUNTRIES

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The Model

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Table 4.8 Non-linear least squares estimates of import demand

	M£ 1	M£ 2	M£ 3	M£ 4	M£ 5	M£ 6	M£ 7	M£ 8
T ff()	0.003 (0.050)	0.002 (0.040)	0.003 (0.050)	0.004 (0.060)				
T £ £ (£) (ad valorem)	0.284 (2.450)				0.383 (2.420)			
I £ £ £ (ad valorem)			0.389 (2.570)	0.252 (1.370)	0.287 (2.540)			0.251 (1.170)
I £ £ £ £ (ad valorem)		0.282 (2.420)		0.166 (1.002)		0.281 (2.390)		0.165 (1.001)
N£ £ £ £ £	651	651	651	651	652	652	652	652
A £ R ²	0.326	0.326	0.338	0.327	0.328	0.329	0.328	0.328

Notes:

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$\ln T_{it} = \beta_0 + \beta_1 \ln P_{it} + \beta_2 \ln A_{it} + \beta_3 \ln T_{it} + \beta_4 \ln F_{it} + \beta_5 \ln H_{it} + \beta_6 \ln S_{it} + \beta_7 \ln J_{it} + \beta_8 \ln T_{it} + \beta_9 \ln A_{it} + \beta_{10} \ln P_{it}$
 (4.12)

The regression results show that the coefficient on $\ln T_{it}$ is 0.48, which is significant at the 1% level. This indicates that trade costs have a positive and significant impact on trade flows. The coefficient on $\ln A_{it}$ is 0.12, which is also significant at the 1% level, suggesting that infrastructure quality positively affects trade. The coefficient on $\ln P_{it}$ is 0.15, which is significant at the 1% level, indicating that higher prices lead to higher trade. The coefficient on $\ln F_{it}$ is 0.08, which is significant at the 1% level, showing that higher financial resources lead to higher trade. The coefficient on $\ln H_{it}$ is 0.05, which is significant at the 1% level, indicating that higher human resources lead to higher trade. The coefficient on $\ln S_{it}$ is 0.03, which is significant at the 1% level, showing that higher services lead to higher trade. The coefficient on $\ln J_{it}$ is 0.02, which is significant at the 1% level, indicating that higher jobs lead to higher trade. The coefficient on $\ln T_{it}$ is 0.01, which is not significant at the 1% level, suggesting that trade costs have a small and insignificant impact on trade flows. The coefficient on $\ln A_{it}$ is 0.01, which is not significant at the 1% level, suggesting that infrastructure quality has a small and insignificant impact on trade. The coefficient on $\ln P_{it}$ is 0.01, which is not significant at the 1% level, suggesting that higher prices have a small and insignificant impact on trade. The coefficient on $\ln F_{it}$ is 0.01, which is not significant at the 1% level, suggesting that higher financial resources have a small and insignificant impact on trade. The coefficient on $\ln H_{it}$ is 0.01, which is not significant at the 1% level, suggesting that higher human resources have a small and insignificant impact on trade. The coefficient on $\ln S_{it}$ is 0.01, which is not significant at the 1% level, suggesting that higher services have a small and insignificant impact on trade. The coefficient on $\ln J_{it}$ is 0.01, which is not significant at the 1% level, suggesting that higher jobs have a small and insignificant impact on trade. The constant term is 0.01, which is not significant at the 1% level, suggesting that the constant term has a small and insignificant impact on trade.

6. CONCLUSION

The results of the regression analysis show that trade costs have a positive and significant impact on trade flows. Infrastructure quality positively affects trade. Higher prices lead to higher trade. Higher financial resources lead to higher trade. Higher human resources lead to higher trade. Higher services lead to higher trade. Higher jobs lead to higher trade. Trade costs have a small and insignificant impact on trade flows. Infrastructure quality has a small and insignificant impact on trade. Higher prices have a small and insignificant impact on trade. Higher financial resources have a small and insignificant impact on trade. Higher human resources have a small and insignificant impact on trade. Higher services have a small and insignificant impact on trade. Higher jobs have a small and insignificant impact on trade. The constant term has a small and insignificant impact on trade.

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2. $\ln T_{it} = \beta_0 + \beta_1 \ln P_{it} + \beta_2 \ln A_{it} + \beta_3 \ln T_{it} + \beta_4 \ln F_{it} + \beta_5 \ln H_{it} + \beta_6 \ln S_{it} + \beta_7 \ln J_{it} + \beta_8 \ln T_{it} + \beta_9 \ln A_{it} + \beta_{10} \ln P_{it}$

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NOTES

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APPENDI

Table 4A.2 Excluded values by country and commodity groups

() B £						
	T£	£	£	T£	£	£
C		263			8 594	
I		1 029			7 558	
I £		311			8 699	
J		505			7 852	
M		2 052			8 881	
K£		354			7 682	
T		328			8 663	
T£		4 842			57 929	
() B £ £ £						
C£	£	£		T£	£	£
				£	£	£
T	£			61		604
A	£	£	£	92		839
C				324		9 748
E			£	1 007		5 775
E	£			20		84
F£	£			200		2 719
F			£	1 066		3 885
I	£		£	165		3 741
L				26		1 001
M				723		7 481
M				296		7 060
Offi		£		278		2 488
P				40		1 766
P				0		404
R	£			88		3 334
T			£	456		7 000
T£				4 842		57 929

Table 4A.3 Pair-wise correlation coefficients

	Infrastructure	Trade Costs	Trade Volume	Trade Value
Infrastructure	1	0.4049	0.6674	0.6674
Trade Costs	0.4049	1	0.85	0.85
Trade Volume	0.6674	0.85	1	1
Trade Value	0.6674	0.85	1	1

5. PENERAPAN SISTEM PENYIMPANAN DATA

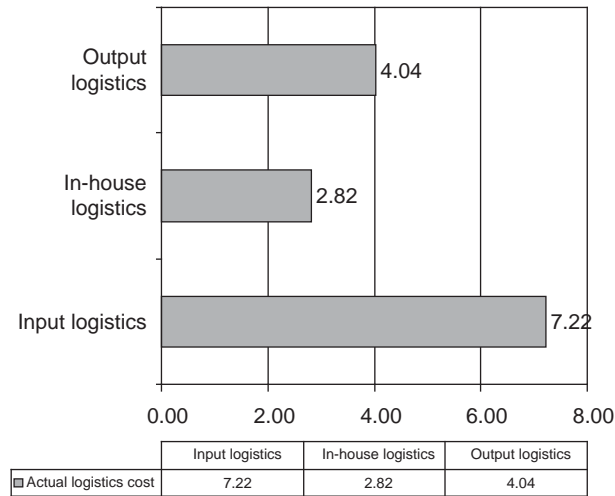
**Arianto A. Patunru, Nanda Nurridzki and
Rivayani**

1. INTRODUCTION

Penelitian ini bertujuan untuk menganalisis pengaruh penggunaan sistem penyimpanan data terhadap kinerja organisasi. Penelitian ini menggunakan metode kuantitatif dengan pendekatan survei. Sampel penelitian diambil dari karyawan di perusahaan swasta yang menggunakan sistem penyimpanan data. Data yang dikumpulkan adalah mengenai penggunaan sistem penyimpanan data, kinerja organisasi, dan faktor-faktor yang mempengaruhi kinerja organisasi. Analisis data dilakukan menggunakan teknik analisis regresi linier berganda. Hasil penelitian menunjukkan bahwa penggunaan sistem penyimpanan data memiliki pengaruh positif yang signifikan terhadap kinerja organisasi. Selain itu, faktor-faktor lain seperti kualitas sumber daya manusia, infrastruktur teknologi informasi, dan budaya organisasi juga memiliki pengaruh yang signifikan terhadap kinerja organisasi. Penelitian ini diharapkan dapat memberikan kontribusi bagi pengembangan sistem penyimpanan data yang lebih efektif dan efisien.

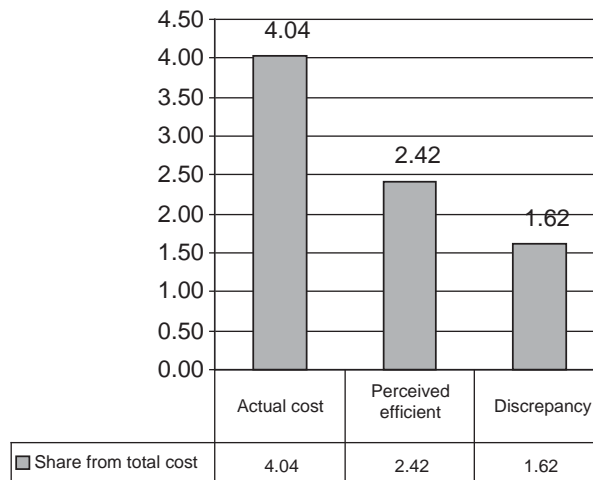
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I
D
L
C
A
S
T
A
I
D
L
C
A
S
T



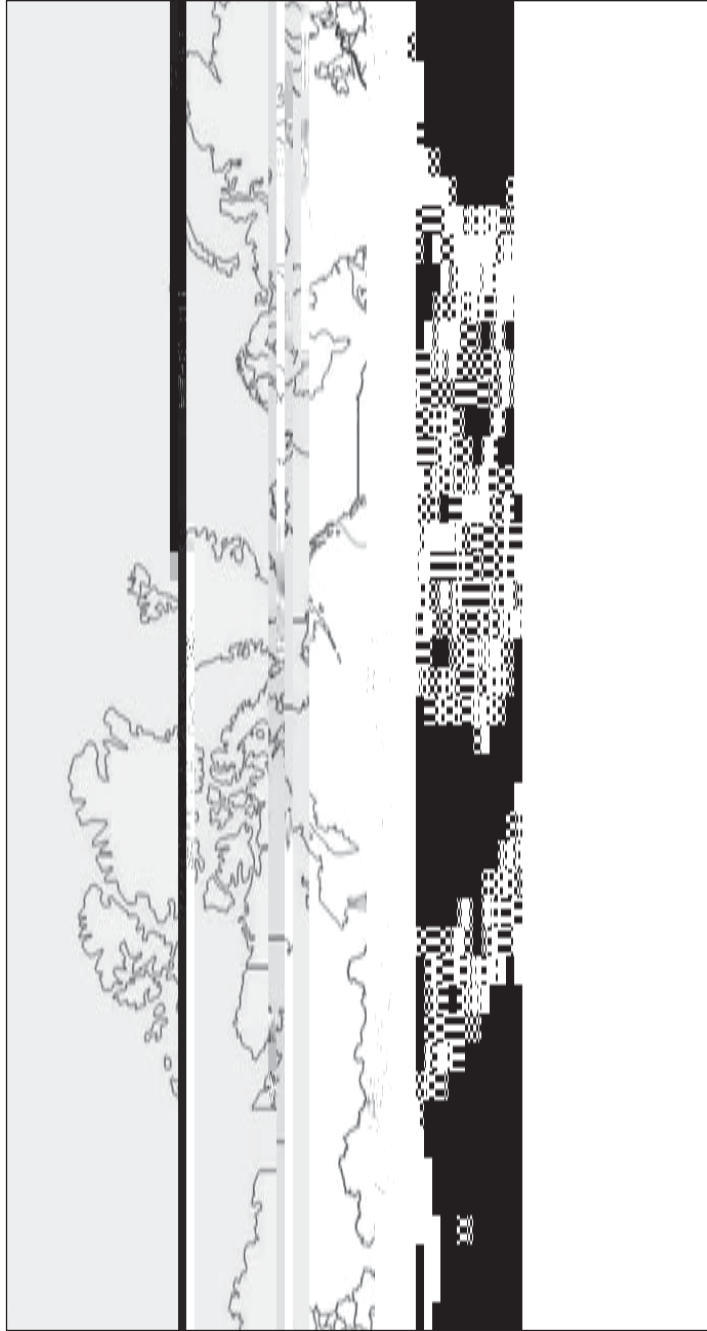
Source: LPEM-FEUI (2005).

Figure 5.1 Comparison among input, in-house and output logistics costs (% of total production cost)



Source: LPEM-FEUI (2005).

Figure 5.2 Output logistics costs (average) from manufacturers to port (% of total production cost)



Source: M. T. L. R. (2005).

Figure 5.3 International shipping lines route

I \mathcal{L} \mathcal{L} fi

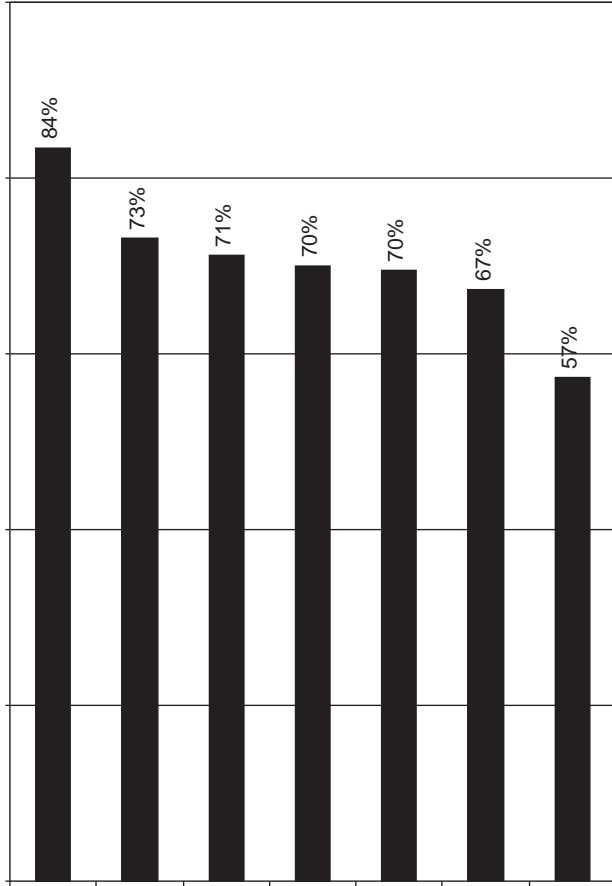
Table 5.1 Indonesian port profile based on port management, 2005

Port	Port	Total	International	Local
A. Public				
(1) Commercial ports				
	IPC I (B)	27		
	IPC II (T P)	29		
	IPC III (T P)	32		
	IPC IV (M)	24		
	<i>Subtotal</i>	112	85	27
(2) Non-commercial ports				
	Port (M)	523	10	513
B. Special				
	M	1412	45	1367
	Total	2047	140	1907

Source: Ministry of Transportation, Republic of Indonesia (2005).

The table provides a detailed breakdown of Indonesian port profiles based on port management in 2005. It is divided into two main categories: Public and Special ports. Public ports are further categorized into Commercial and Non-commercial ports. Commercial ports include IPC I (B), IPC II (T P), IPC III (T P), and IPC IV (M), with a subtotal of 112 ports. Non-commercial ports include Port (M) with 523 ports. Special ports include M with 1412 ports. The total number of ports is 2047, with 140 international ports and 1907 local ports.



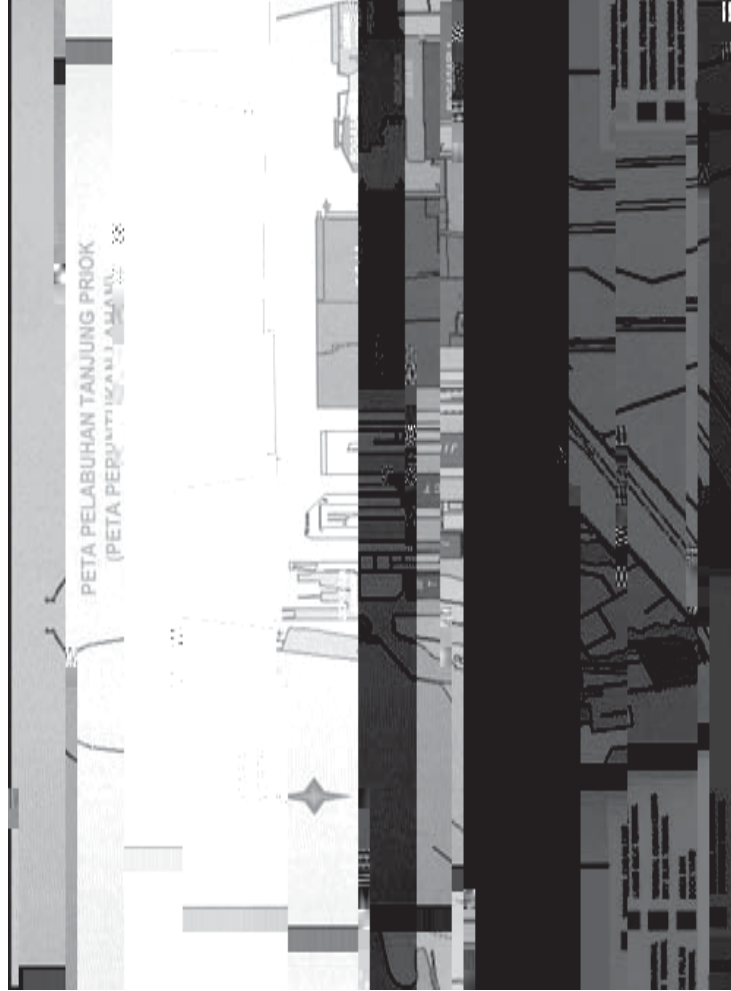


...
T ... A ...
... T ...
(LPEM-FEUI, 2006). T ...
I ... () ...
(LPEM-FEUI, 2005). F ... 60 ...
(F 5.5).

T
 P
 P
 P

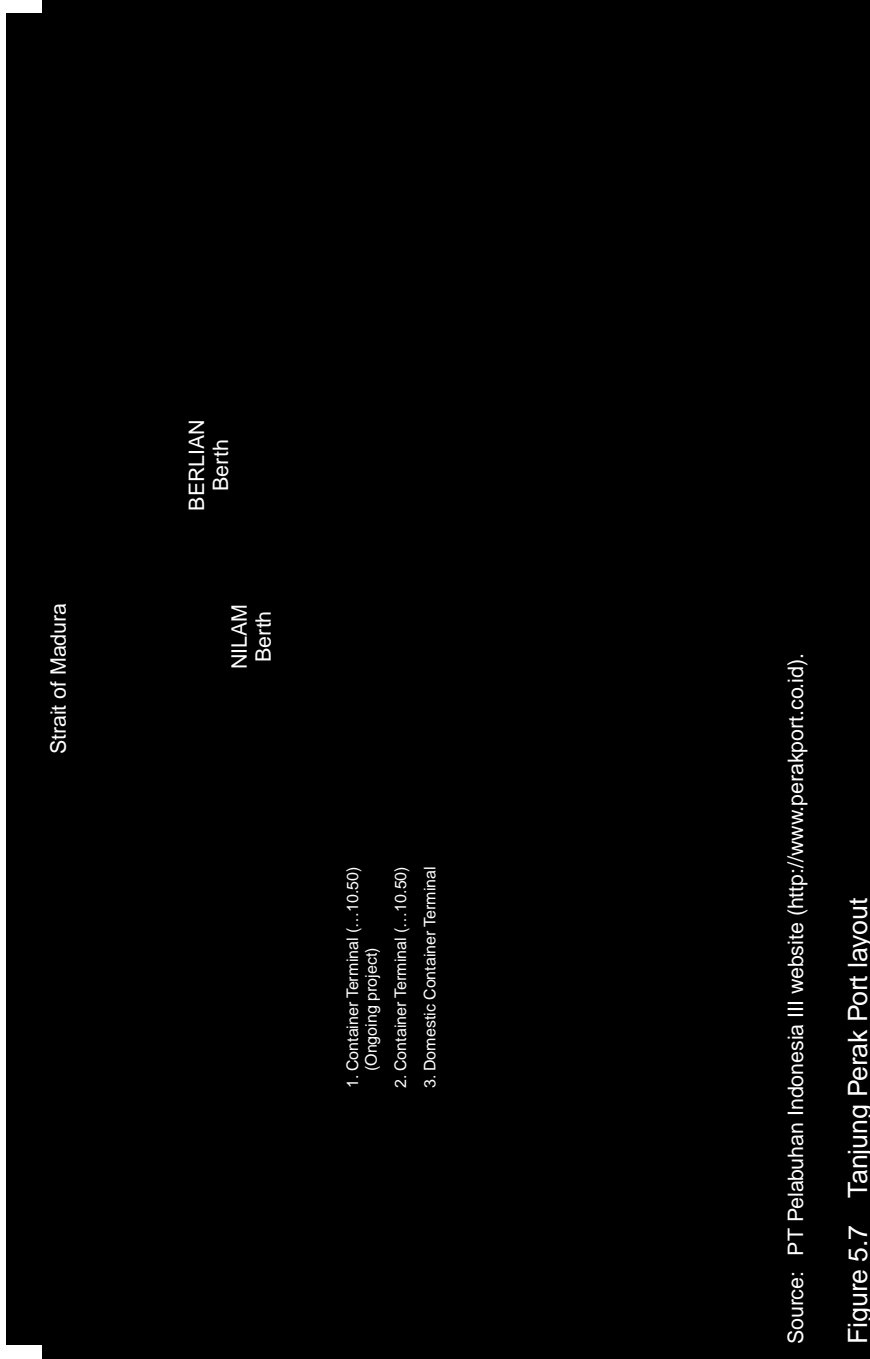
Tanjung Priok Port

T
 P
 I
 T
 E
 J
 J
 I
 P
 I
 T
 E
 H
 I
 S
 S
 S



Source: IPC II T P Ø B (2006).

Figure 5.6 Tanjung Priok Port layout



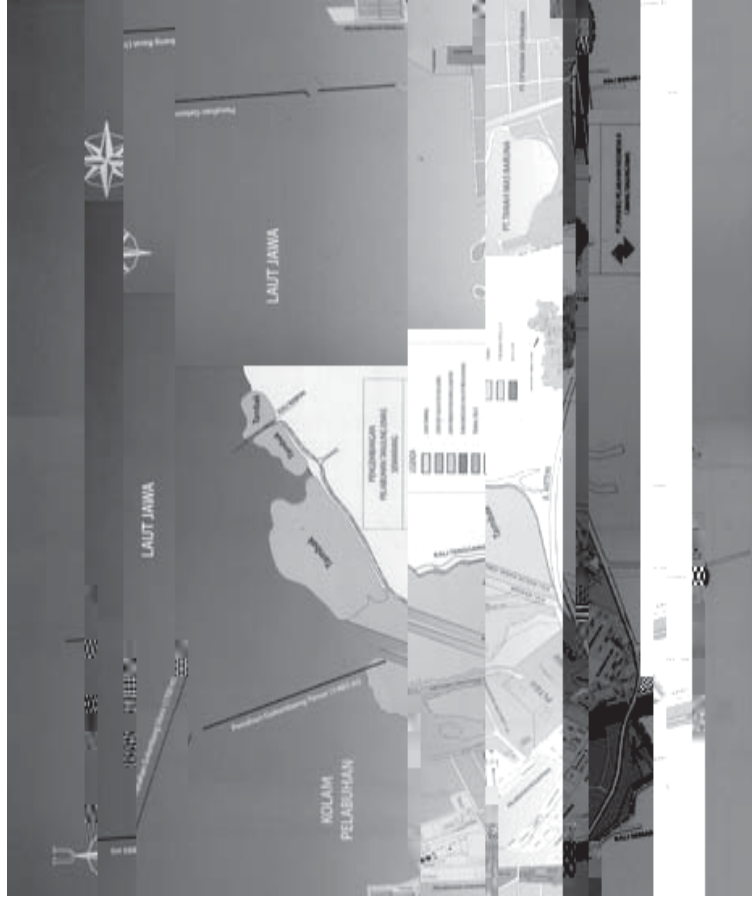
Source: PT Pelabuhan Indonesia III website (<http://www.perakport.co.id>).

Figure 5.7 Tanjung Perak Port layout

112 4322. 07 154. M S, M I.
 I IPC III (TPS, S C T) 1999 B J
 T I (BJTI) 2002. S BJTI
 TPS fi
 IPC III P OA P L, IPC III
 51 P OA P L 49 A 1999
 TPS fi
 IMPSA C 12
 (RTG) K C B
 M
 R B S S, A

Profile of Tanjung Emas Port

T E P (F 5.8) C
 J 06 53.00.S 06 57.00.S
 110 24.00.E 110 26.02.E. I 1874,
 S P . D 1964 66,
 5 (3500 DWT)
 N P T E . S
 5 A fi
 P . T E P fi 1985,
 IPC III. T fi fi - ,
 A T P P, T
 E P I
 T E P M (IPC T E). B
 2001, T P K S



Source: IPC III T P B (2005).

Figure 5.8 Tanjung Emas Port layout

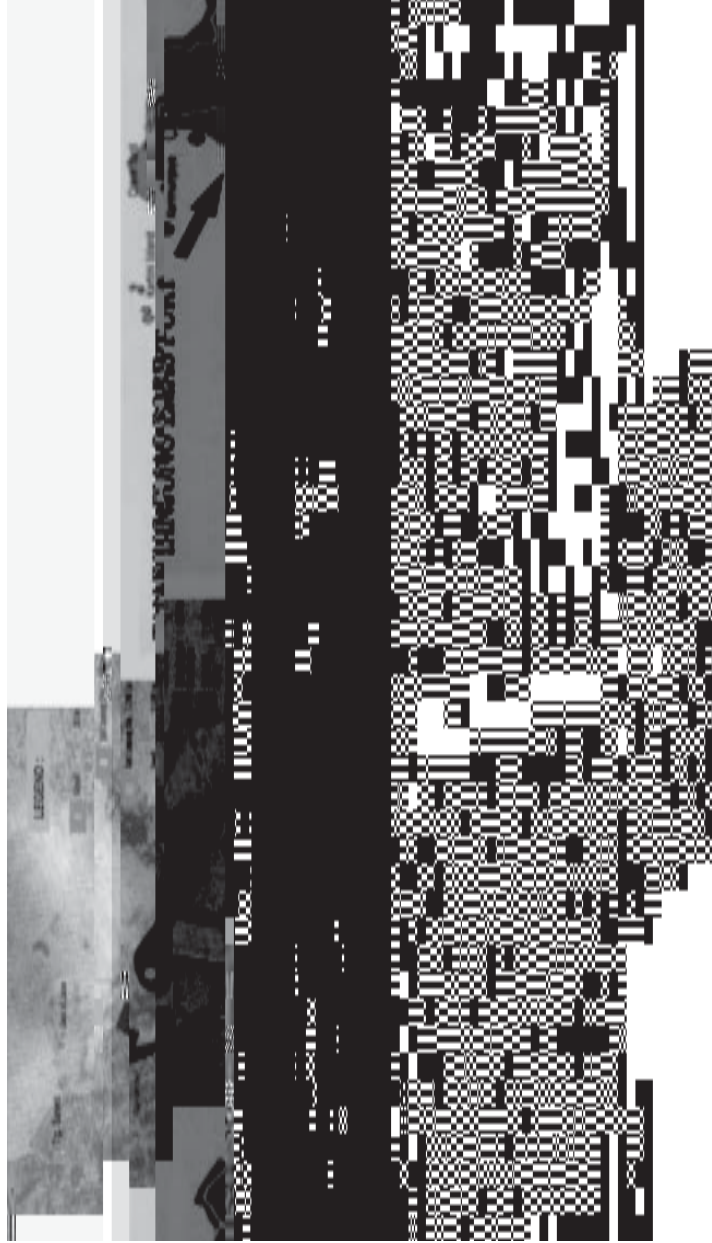
(TPKS, S C T), S , TPKS
TPKS 2005
2007.

4. PORT COMPETITIVENESS ANALYSIS: SUPPLY AND DEMAND SIDE

P
D
T
F

Methodology

S
IPC (T P T E P),
T
A
M
11



Source: IPC III T P B (2005).

Figure 5.9 Tanjung Perak Port in East Java and Tanjung Emas Port in Central Java

... T ... I ...
... T ...
F ...
... T ... S ...
... U ...
S ...
D ...
... T ... E ... P ... (...)
... T ... P ... P ... T ... *Annual Report Evaluation of*
24 Strategic Port Performances ... M ... T ...
... f ...
... T ... P ... O ...

IPC T E 7 / 14.9() TJ0 -12 1TD0 .0T (

R \ I E, 200 T
 P P, T
 P P. S \ I E R (SIER),
 1994, 290 fi 476
 P I E R \ T 60 P P. F,
 . T T T 500
 T E P T,
 T P P J T P P S \ A,
 S, T E P T
 U P C J P, J,
 N S T T T
 C J P Y T T
 (52.74), (45.02) T T
 O T, T
 (14.3), T
 (12.27).
 T T T
 T P P
 I T M T E P,
 I 2006, T P 15 500,
 T E P. I T E P,
 65 T, T P 70
 30 S, P K, T P P,
 M T T H K, T C,
 M (N S) T P, J.

Infrastructure aspects

T P T T
 (T \ 5.4). T T P P
 9.7 12 LWS (T),
 T E S 3.5 10 LWS. A

Demand Side: Competitiveness of Tanjung Perak Port and Tanjung Emas Port

T
 S

The view of shipping lines

T
 I
 E
 F
 T
 T
 T
 A

The view of cargo owners
 T fi E fl ZZ E ZZ A E
 A E \ E E \ A E -
 E \ E T E \ E
 I E E E E \
 E E T E / E \ E E
 E E E E E E
 T E PE T P PE, fi E \ E
 E E E E E ff \ E E
 E T E ZZ E E .
 E, E E ZZ E E .

The view of cargo owners

T fi E fl ZZ E ZZ A E
 A E \ E E \ A E
 E \ E E E E E . T
 E E A, E S E E E
 T E PE E E E E

∅S \ ' ∅ T P P∅ , ∅ ∅ ∅ ∅
∅ .T ∅ ∅ ∅ ∅ ∅ ∅ ∅ ∅
∅ ∅ ff ∅ ∅ ∅ ∅ ∅ ∅ ∅ ∅ ∅ ∅
∅ ∅ ∅ ∅ ∅ ∅ ∅ ∅ ∅ ∅

The proposed algorithm is compared with the standard PSO, PSO, and PSO with inertia weight. The results show that the proposed algorithm outperforms the other algorithms in terms of convergence speed and accuracy. The proposed algorithm is able to find the global optimum more quickly and accurately than the other algorithms.

6. CONCLUSION

In this paper, a new algorithm for solving optimization problems is proposed. The proposed algorithm is based on the PSO algorithm and is able to find the global optimum more quickly and accurately than the other algorithms. The proposed algorithm is compared with the standard PSO, PSO, and PSO with inertia weight. The results show that the proposed algorithm outperforms the other algorithms in terms of convergence speed and accuracy.

The proposed algorithm is able to find the global optimum more quickly and accurately than the other algorithms. The proposed algorithm is compared with the standard PSO, PSO, and PSO with inertia weight. The results show that the proposed algorithm outperforms the other algorithms in terms of convergence speed and accuracy.

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I
 H
 A
 O
 T
 P
 H
 F
 T
 I
 IPC
 O
 A
 (UUP)
 O
 F
 T
 I

NOTES

1. W
2. W
3. T
4. T
5. W
6. T
7. THC
8. THC

∅ \ ∅ ∅ I I ∅ \ ∅ ∅

O'Sullivan, R. A. (2005), *S...*
: THC
R, D. R. B. (2002), *R... I... '... T*
R... P... E... G... P... USAID.
U... C... T... D... (1997), *Review of Maritime*
Transport 1997, G... : UNCTAD.
W... W... (2003), *P... IAPH W... P... C... , 24 30 M ,*
D... , *S... A...*
W... B... (2007), *Port Reform Toolkit*, 2... , W... , DC: W... B...

APPENDI

Table 5A.1 Respondents for in-depth interviews

Company/Institution	Position
Surabaya	
I B P C I I T P	O S S M (PPSA)
I B P C I I T P B	P R
I B P C I I T P B	O D
I N S A	C
(S B)	
I N S A	H, D, F
(S B)	Aff
I N S A	H, D, D
(S B)	Aff
I N S A	S
(S B)	
I E A E J	D C
I E A E J	T C I
	S A
I A I (E J)	C
I A I (E J)	A S
PTA T (I)	S B M
F F A)	
PTH K S (I)	B M
F F)	
PTU W B M	H R D
PTP E C	R M D
Semarang	
I B P C I I T E B	O M
I B P C I I T E B	C
(S B)	
I N S A	S I
(S B)	
I A I (C J) I E	C
A C J	
PTA T (I)	S B M
F F A)	
PTFM B	O D
PTD K U (S C)	M
PTB H S S	B M
(S C)	
PTB H S S	O D
(S C)	
PTD L (S C)	B M
PTA I C	D M L
PTA I C	D I M

6. Investment and FDI

**Tham Siew Year, Evelyn Devadason and
Loke Wai Heng**

1. INTRODUCTION

A significant feature of the Singapore economy since the late 1980s has been the rapid increase in foreign direct investment (FDI) inflows. According to the Asian Development Bank (ADB), Singapore's FDI inflows as a percentage of GDP rose from 1.5% in 1985 to 12.5% in 2006. This growth has been driven by a combination of factors, including the country's strong economic performance, high level of infrastructure, and a business-friendly environment. The Singapore government has also implemented various policies to attract FDI, such as the Economic Development Corporation (EDC) and the Singapore Economic Development Corporation (SEDC). These policies have helped to create a favorable investment climate, leading to a steady increase in FDI inflows over the years. The growth of FDI has contributed significantly to Singapore's economic development and has helped to diversify its economy. The Singapore government continues to focus on attracting FDI to maintain its status as a global financial and business hub.

M FDI 1991 2006 S 2. T
 M S 3. S 4 T
 fi H

2. OVERVIEW OF TRANSPORT INFRASTRUCTURE DEVELOPMENT IN MALAYSIA, 1991 2006

Infrastructure Development

M I 1957.¹ T
 (M , 1991, . 145; 2001 , . 177). I
 M ASEAN
 (A, S A, N C ,
 S W E F (ADB ,
 2005).
 F 1991 2005, M RM (M)
 63 \ 6.1). A RM 30.3 \
 N M P (9MP: 2006 10).² T
 21
 1991 2000. I fi -
 28
 , 15
 B (60 65)
 RM 15.2, RM
 7.9 RM 4 \ S , S E
 M P

Table 6.2 Road development indicators, 1990–2005

I	L	L			
		1990	1995	2000	2005
R	¹	0.16	0.19	0.20	0.24
R	²	0.7	0.74	0.75	0.85
R	³	..	2.96	2.98	3.02

Notes:

- ¹ R
- ² R
- ³ R

Source: S (. 348); E (. 270) N M P (. 377).

12

Road Development

T

53 984

1990 77 673

2005. T

RM 38.4

RM 27.1

0.16

1990 0.24

2005, 50

(T 6.2). T

0.7

1990 0.85

2005,

2.96

1000

3.02

1995 2005.

G

P M

E M

A

T

H N D P (1993 2004). M

F R (P

M)A 1984,

8MP,

(2001 05), 16

604.5 RM 18.0 (M, 2006, . 224). M (BOT)
S, , , , , , , . A . PLUS

30 J 1998, 25 278). P 2 (2003 08)
35 45 2008, P 3
2012. T 100
5
2020
A H B (MAHB), ()65(.) T31

Table 6.3 Structure of the port industry in Malaysia, 2006

Federal ports	
B P A	B P S B
J P A	P T P
	J P B
	T L P S B
K P A	P
	K P C S B
K P A	K P C S B
P P C	P P S B
	L P S B
	K C J S B
P K A	N (M) B
	K M T S B
	S P P G
	S B (M P)
State ports	
M D	L M T S B
	K P S B
	L P ()
	S U P S B
M P A	(N)
K P A	(N)
R P A	(N)
S P A	S P S B

Source: Malaysian Maritime Yearbook, 2005/2006.

Table 6.3 shows the structure of the port industry in Malaysia in 2006. The table is divided into Federal ports and State ports. Federal ports include B P A, J P A, K P A, K P A, P P C, P K A, B P S B, P T P, J P B, T L P S B, P, K P C S B, K P C S B, P P S B, L P S B, K C J S B, N (M) B, K M T S B, S P P G, and S B (M P). State ports include M D, L M T S B, K P S B, L P (), S U P S B, M P A, (N), K P A, (N), R P A, (N), and S P A, S P S B.

I 1992, ℤ
C ℤ ℤ, ℤ ℤ ℤ, ℤ K ℤ, ℤ N ℤ Lℤ
 ℤ, ℤ ℤ ℤ, ℤ ℤ, ℤ, ℤ ℤ

Table 6.5 Port capacity, number of berths, cranes, ship calls and volume of cargo handled at ports, 1995–2010

I	Unit	1995	2000	2005	2010
P	(No. of berths)	174.1	324.9	443.3	570.0
N	(No. of cranes)	173.0	221.0	233.0	242.0
N	(No. of ship calls)	51.0	131.0	217.0	265.0
N	(No. of ship calls)	70 098.0	81 313.0	98 345.0	130 000.0
V	(Volume of cargo handled in million tonnes)	152.3	223.9	369.4	539.0
G	(No. of gantries)	30.1	23.3	44.7	47.0
L	(No. of locks)	60.7	87.5	103.8	202.0
D	(No. of docks)	23.7	28.6	38.2	44.0
C	(No. of cranes)	37.8	84.5	182.7	246.0
C	(No. of cranes per TEU)	..	4.9	12.1	18.0

Note: ¹I = International

Source: E = (277) N M P (.379).

2005, (T 6.5).
 F 2000 AP
 M -M 30 PTP. H P
 H H W L (HWL),
 30 K M T S B ,
 W 2000.

3. FOREIGN DIRECT INVESTMENT AND INTERNATIONAL TRADE, 1991–2006

Foreign Direct Investment Inflows

M (FDI) (FTZ) 1972.⁵ FDI 1985 100
 50
⁶G P
 I A (PIA), 1986. T M

WTO (WTO) ASEAN
 F T A (AFTA).
 T FDI-
 1985
 P A 1985
 S P (GSP) M
 C TNC, E A B
 1993, M
 FDI I, FDI 8.6
 GDP () 23.4
 (GFCF) (T 6.6).
 I 3.8 GDP 14
 GFCF 1998 A fi
 FDI I 100
 1999 4.9 GDP
 22.5 GFCF.H
 FDI 0.6 GDP 2.5
 2001
 GFCF A 2002, 2003
 M
 .46). T fi 2004 2005, FDI B , 2003,
 GDP 17 GFCF. I 2006, fi
 RM 26 \ 4.7 GDP
 fi - 15.3779 4 - FDI \ 192

1. I FDI FDI M I
 FDI M I
 D FDI M
 FDI M
 65 FDI 1990 1997(T, 2004, 192).
 H FDI 52 1999 2004
 FDI
 (T 6.7).
 W
 (E E) RM 3.7
 1990 RM 10.9 2005,

L \rightarrow fi \mathcal{L} \mathcal{L} \rightarrow T $\mathcal{L}\mathcal{L}$ P (K
S \rightarrow H-T P (S \mathcal{L}), S A (S \mathcal{L}),
P (S \mathcal{L})).⁹

Table 6.10 Manufacturing export structure (%)

I	1990	1995	2000	2005
F	9.93	7.94	4.65	6.99
B	0.11	0.19	0.28	0.68
T	5.46	4.07	3.81	2.99
L	0.02	0.06	0.03	0.03
W	10.15	5.65	3.14	1.93
F	0.52	1.09	1.42	1.53
P	0.46	0.37	0.31	0.39
C	1.27	2.00	2.23	5.77
P	13.38	4.40	5.18	9.16
R	3.98	2.41	0.93	1.65
P	0.19	0.69	0.99	2.10
N	0.60	0.52	0.29	0.30
B	2.05	1.51	1.35	2.45
F	0.63	0.90	0.72	1.15
M	3.51	11.98	20.92	20.96
Electrical & Electronic Products	25.76	34.24	32.98	35.56
T	2.17	2.51	0.69	1.40
S	1.20	1.38	1.59	2.46
M	2.84	2.24	1.82	2.83

Note: R

Source: C Malaysia: External Trade Statistics,

1997. T
 M
 () FDI
 1998.
 T 6.10
 I 1990,
 E E (26), (13),
 (10) (10) 1990. O E E
 T ()
 E E
 B 2005, E E
 36 21

G
E E
M
W
M
(D
D
E E M
(W
T
USA, S
H
K
C
J
(T
6.11).
M
FDI
1985 2002 (M
2006
131). I
(

Table 6.12 Manufacturing import structure (%)

I	1990	1995	2000	2005
F	5.92	3.92	3.49	4.75
B	0.34	0.26	0.20	0.67
T	3.67	2.31	1.38	1.34
L	0.07	0.17	0.08	0.12
W	0.13	0.22	0.29	0.32
F	0.13	0.10	0.11	0.30
P	1.79	1.60	1.08	1.21
C	5.21	4.30	4.25	7.87

36 2005,
 1990 (Table 6.12).
 G M 1995/96
 F 1995/96
 (F 6.1; D , 2004, .717).
 T 1999
 2000 V 1999
 1998 A
 2001/2002 (M 2005, . 25)
 ff F 6.1.
 B US 1 S 1998,
 M US ,

(DU H, 2004, .716) US J 1995
 A 1997 M T A T J 2005 fi

4. INFRASTRUCTURE AND TRADE COSTS

M FDI E E S P 10
 A FDI E E S P 10
 M fi 10
 L FDI E E S P 10
 A FDI E E S P 10
 B fi 10
 M fi 10 () O : (

Table 6.13 Average freight & insurance and tariff rates for Malaysia's E&E exports to the USA, 1991 and 2004 (%)

SITC	A							
	B		B		B		A	
	1991	2004	1991	2004	1991	2004	1991	2004
761	3.509	5.851	7.073	1.820	3.457	5.295	5.000	2.324
762	2.923	3.485	12.827	5.878	3.078	3.929	2.105	1.257
763	1.491	1.614	13.881	3.076	1.797	2.265	1.384	0.450
764	1.770	2.144	4.389	1.535	3.382	1.561	0.940	0.124
771	1.804	1.785	8.166	3.047	5.542	2.868	0.604	1.359
772	1.915	1.905	6.901	4.343	3.783	3.590	2.405	1.450
773	4.171	5.992	11.928	6.341	4.685	6.305	0.412	2.275
774		2.293	2.064	2.202	2.064	2.251	3.908	0.460
775	3.344	5.903	15.266	45.305	3.453	6.958	0.487	1.189
776	1.208	2.376	1.336	0.813	1.332	0.722	0.158	0.001
778	2.725	3.658	2.616	3.423	2.645	3.448	1.271	1.423

Note: E = SITC 774, 1991

Source: C, D, H

10- I SITC 3- S 3 (A T 6A.3).

Bulk of Trade Costs from Freight and Insurance Costs

T 6.13 E ff E E 1991, E SITC 761 774. B 2004, 1991 2004 E E ff T ff T ff WTO. T 2004 (SITC 763, 764, 774 776). H 1991 2004, SITC 774, 775 778.

Table 6.14 Mode of transport for Malaysia's E&E exports to the USA

SITC	1991			2004		
	Value	% of Total	Value	Value	% of Total	Value
761	98.8	1.2	3.457	86.7	13.3	2.324
762	98.0	2.0	3.078	82.3	17.7	1.257
763	97.3	2.7	1.797	54.1	45.9	0.450
764	64.2	35.8	3.382	14.5	85.5	0.124
771	40.8	59.2	5.542	20.2	79.8	1.359
772	62.2	37.8	3.783	27.6	72.4	1.450
773	93.2	6.8	4.685	24.2	75.8	2.275
774		100.0	2.064	53.5	46.5	0.460
775	99.8	0.2	3.453	97.4	2.6	1.189
776	0.5	99.5	1.332	0.1	99.9	0.001
778	35.7	64.3	2.645	44.6	55.4	1.423

Note: E = Exports to USA; SITC 774 = 1991

Source: C = Current prices; D = US Dollars; H = Hong Kong Dollars

E&E Goods Exported by both Sea and Air, and Transport Mode is Product Specific

M... T... 6.14... USA... SITC 761, 762... SITC 764, 776... SITC 774... 778... T... fi... T...

ICT) P I A (60)
KLIA (40)

H
P
P
P
S
I
2001,
69
RM 6.8
F2). W
I
T
ff
P
C
P
S
2007. D
I
F
P
B
K
S
A
I
K
S
P
RM 3
B
M
P
I
A
P
A
M
T
RM 8.6
D
2001,
M
T
15
F
21
46
C
A
L

... (M..., 2006, . 727). I... S... C...
... (I...).
T... M... A... (MAS), ... -
... I... MAS...
... (New Straits Times, 7 A 2007).
F...

6. B (NEP) 1986, 1970
7. T A M D E S B , A T S B , C (M) S B , F S S B , H S S B , I M S B , O O S S B R B (M) S B .
8. S A T 6A.1 FIZ M
9. T T P (1998) 120 R D , K H-T P (1993) 1486 fi (L Y , 2004).
10. T 13 1991 2003 0.487.
11. W D H
12. T ad valorem (H 2007).
13. N SITC 762 763 SITC 764 (T 6.14). T E E
14. A fi P A (60), KLIA (30) S (10).
15. A

REFERENCES

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C B (2003), *Annual Report 2003*, K L : C B .

C B (2006), *Annual Report 2006*, K L : C B .

D , E. (2006), A , K L : U M .

D , A. (2004), T A M , *World Economy*, 27(5), 715 26.

H Z (2004), D FDI fi , I H.S. K (), *Foreign Direct Investment in Developing Countries*, B : P M .8.

H D. (2007), T , *Journal of Economic Perspectives*, 21(3), 131 54.

L , M.-C. S.-F. Y (2004), T M , *Asia-Pacific Development Journal*, 11(2), 53 80.

M (), *Transport Statistics Malaysia: 2003–2004*, P : M

APPENDI

Table 6A.1 Free industrial zones (FIZs)

N	FIZ	S
1	S W	S
2	T P G	
3	P K	
4	H K	W P

Table 6A.2 Trade classification

Table 6A.4 Results for regression estimations

	E		L (6.1)	
	P	L	F	ff
<i>constant</i>	1.511		2.174	
	(0.255)		(0.116)	
<i>fair</i>				

Table 6A.5 Percentage share of each product in E&E exports, 1991–2004

SITC	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
761	3.73	4.17	4.76	4.88	4.00	4.51	4.74	5.73	6.98	6.20	7.59	12.10	9.48	7.59
762	17.27	18.32	16.61	16.65	15.10	13.03	10.64	11.26	9.77	7.71	8.19	7.52	7.54	7.34
763	13.60	14.20	13.91	15.32	12.88	11.50	10.36	10.08	9.81	10.14	11.59	8.10	8.09	8.12

7. I R : P C

Liqiang Ma and Jinkang Zhang

1. INTRODUCTION

T P R (PRC) 1978. T . I 1978, F (FDI), T FDI H C . D H C , T H C¹ C² H

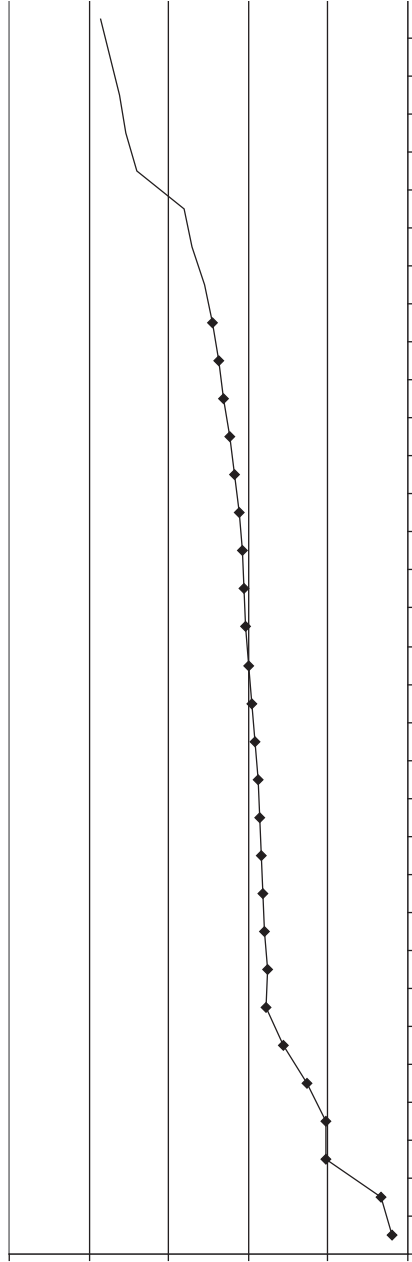
I 2006, GDP 20940 (RMB),
 10.7%
 USA 1.76 US 177
 11 D 2001, WTO. O 21 J 2005,

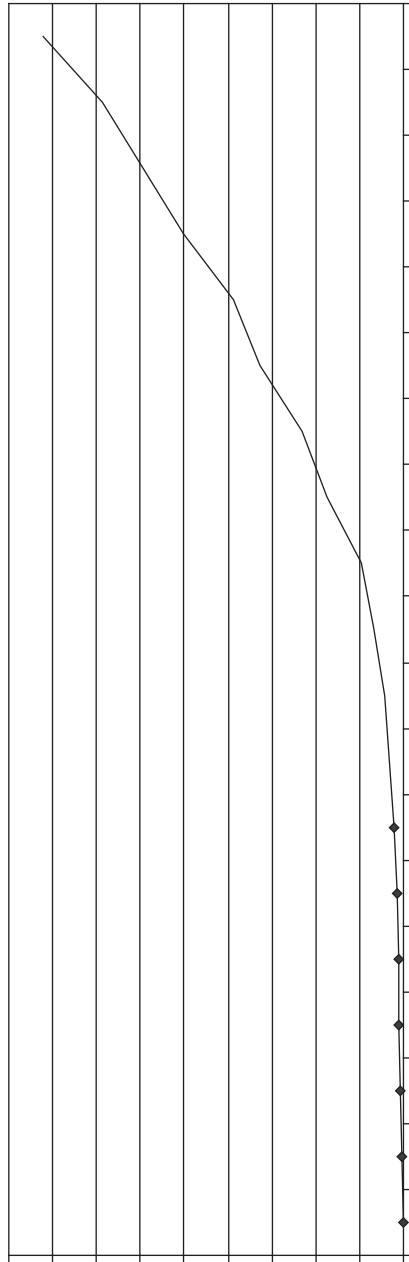
1978, 4.17 billion USD, 22 billion USD, 3.3 billion USD, 1949
 41 000 kilometers, 2005, 769 kilometers, 10 000 kilometers, 3641 kilometers, 135 kilometers
 8.2 billion USD, 1978, 8025.8 billion USD

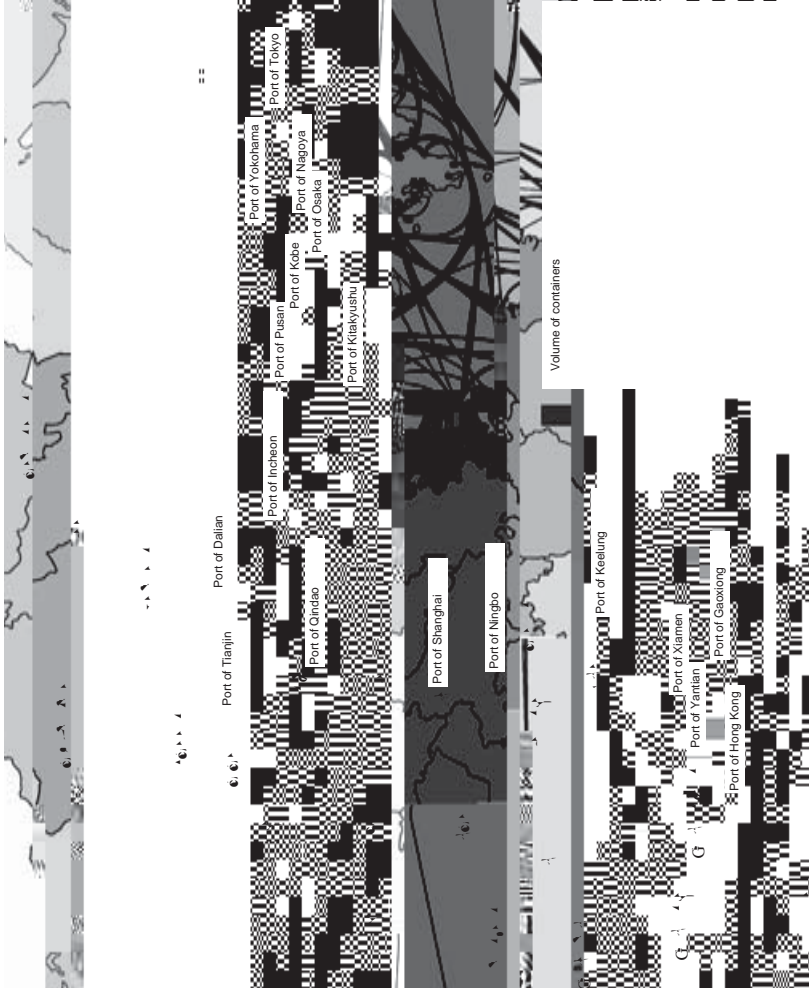
Railways

1876, 73 kilometers, 22 000 kilometers, 1949, 29 700 kilometers, 2005, 75 400 kilometers, 19 400 kilometers, 24 497 kilometers, 45.9 kilometers, 1978, 6 kilometers, 280 000 kilometers, 35 kilometers, 5 kilometers

Highways and Roads







C £ 1995 500 £ £ £ 855 000

) (1.6),⁶ (5),¹⁶ (3.7)
 C , (1.6),⁶ (5),¹⁶ (3.7)
 O
 W
 Y R fi , C ,
 G -Z A R , P R
 D - fi T
 C , T
 F (F 7.8).
 M C
 T C , T
 fi C , T
 F 7.9 C 1991
 2005. A C
 2002.

reform and the opening-up policy. However, we can gain useful insights by studying trade costs in the context of China.

Based on the available data, trade costs in this section are covered to freight, insurance and duty when the USA ships goods from China. We investigate these trade costs, and their trends from 1991 to 2004.

In addition, trade costs incurred when moving goods from door to port and at the port¹⁰ will be presented in Section 4, which focuses on how port development facilitates trade and reduces trade costs, and how less developed infrastructure and poor logistics management in inland provinces remain quite high costs for exporting activities, as evidenced below.

Data and Methodology

The USA is China's top trading partner: its share in China's exports increased from 8.5 per cent in 1990 to 21.5 per cent in 2005, as shown in Table 7.1. Moreover, shipping between the USA and China in 2005 grew at a faster pace than that between the USA and the world market. According to The Colography Group's Annual IS International Cargo by Commodity and Country database, China was the largest market in terms of vessel value, for US imports and exports. US ocean imports from China grew by 21 per cent and air imports grew by 37 per cent in terms of trade value, and by 19 per cent and 21 per cent in terms of cargo volume.

Studies of trade costs of Sino-US trade are valuable in investigating issues arising from trading with other countries. Moreover, US import data at the HS 10-digit¹¹ level as the primary data source provide import value and imports quantity as the 7 0 0 7Dum .0572 Tw 9Tw (1 Cotu

To sum up, from 1991 to 2004: (a) US imports from China have increased significantly

1990 (3.7) (3.6) 2004
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$\mathcal{L} \mathcal{L} C$, *ad valorem* , \mathcal{L} \mathcal{L} \mathcal{L} W

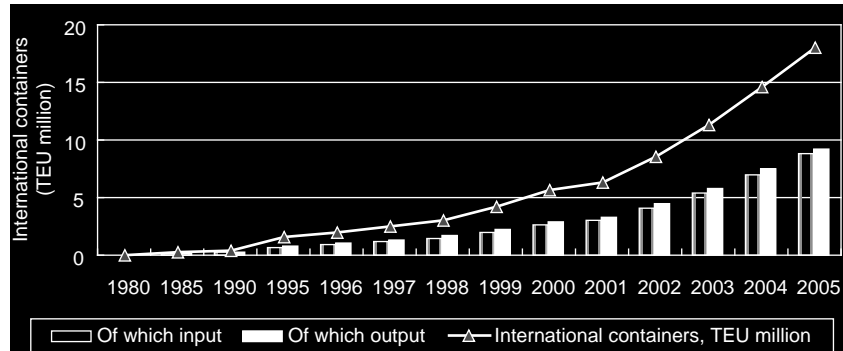
Weight-value ratios

Weight-value ratio is declining for China's exports

For the first time, the weight-value ratio of China's exports (the ratio of the weight of exports to their value) has fallen below 1 (see Figure 7.16). This indicates that the average weight of China's exports is now less than the average value of its exports. This trend has been ongoing since 1991 and is expected to continue through 2006. The

£ £ £ , 443.17²² £ £ , £ £ -
£ , 18.08 £ TEU,
B £ £ £ £ £ £ S £ £ -

£ , 18.08 £ TEU,



Source: Shanghai Statistical Yearbook 2006.

Figure 7.19 International container throughput in Shanghai, 1980...2005

Table 7.3 Transport to the US west coast of a container from an inland province of China

	US\$ per TEU	Percentage of total
Land access to port	2300	63
Port handling	200	5
Maritime transport	750	21
Port handling	150	4
Port to "nal destination	250	7
Total	3650	100

Source: Carruthers (2003).

High transport cost from inland province to coastal port

Table 7.3 provides a breakdown of the costs for goods transported from an inland province of China to "nal destination of a foreign market (US west coast). It shows that a very high proportion of costs are incurred in movement from inland province to coastal port.

Table 7.4 shows the distance, time and cost by different modes of transportation from ports (Wuhan and Chongqing) of the upstream Yangtze River to Shanghai.²⁴ This indicates that the trade costs for inland regions are quite high, and weaken the competitiveness of exports from the inland provinces. Cheaper rates by inland waterway or railway are usually not available due to limited capacity. On the other hand, truck transportation is more attractive because it takes much less time than by rail or by ba

Although the PRD economic zone encompasses only 0.4 per cent of land area and only 3.2 per cent of the 2000 Census population of mainland China, it accounted for 8.7 per cent of GDP, 35.8 per cent of total trade and 29.2 per cent of utilized foreign capital in 2001. These figures show the remarkable level of economic development that the PRD economic zone has achieved and the international orientation of the region's economy. This orientation has attracted numerous investors from all over the world who use the Greater PRD region as a platform for serving global and Chinese markets. Since the onset of China's reform programme, the PRD economic zone has been the fastest-growing portion of the fastest-growing province in the fastest-growing large economy in the world.

The PRD started producing labour-intensive consumer goods such as food and beverages, toys and clothes in the early 1980s. After 1985, industrial relocation, mainly from Hong Kong, accelerated the growth of light industry in the PRD until the early 1990s, followed by heavy industry featuring high-tech electronic equipment and machinery, chemical products and autos playing a leading role in industrial output and export.

The PRD is a major manufacturing base for electronic products (such as watches and clocks), toys, garments and textiles, plastic products, and a range of other goods. The toy industry in the PRD has a world production share in excess of 60 per cent. Watches produced in Shenzhen alone in 2001 accounted for more than 40 per cent of the global market. Much of the output stems from investment by foreign entities and is geared to the export market. The PRD economic zone accounts for approximately one-third of China's trade value.

Nearly 5 per cent of the world's goods were produced in the Greater PRD in 2001, with a total export value of US\$289 billion. Over 50 000 Hong Kong companies have plants there, according to a 2002 survey.

The export-led economy and Shenzhen Port development

When China started its open-door policy, Shenzhen was selected as the first of the special economic zones (SEZs) in China in 1979 due to its proximity to Hong Kong. The location was chosen to attract industrial investment from Hong Kong, which is nearby and has a similar culture. The concept proved a great success, propelling the further opening up of China and continuous economic reform. Shenzhen eventually became one of the largest cities in the PRD region, with 8.27 million people (see Appendix Figure 7A.4 and Appendix Table 7A.5). Shenzhen has also become one of the economic powerhouses of China, as well as the largest manufacturing base in the world.

Shenzhen was a fishing village before 1979, with 30 000 people. It has started a large number of infrastructure construction projects during the

27 B 1979 2006, S 705 \ RMB
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A M 1989 S \ 1991. I 2004, S
C . S P ,

Table 7.5 Container throughput of Shenzhen Port

Y	YICT		S	P		S	S
	(TEU)	G (千)		(TEU)	G (千)		
1994	13 000	0	179 000	0	8		
1995	106 000	715	284 000	59	7		
1996	353 509	233	589 000	107	4		
1997	638 000	80	1 148 000	95	2		35
1998	1 038 000	63	1 952 000	70	2		17
1999	1 600 000	54	2 978 000	53	2		11
2000	2 147 000	34	3 993 000	34	2		11
2001	2 700 000	26	5 076 000	27	2		8
2002	4 182 000	55	7 614 000	50	2		6
2003	5 258 000	26	10 652 000	40	2		4
2004	6 260 000	19	13 655 000	28	2		4
2005	7 660 000	22	16 197 000	19	2		4
2006	8 865 000	16	18 468 900	14	2		4

Note: YICT, Y, I, C, T

1994. I, Y, P, 13 000 TEU, 2006, 8.86 TEU. Y, P, 40, M, E, A, S, P, S, (T, 7.5), D, 20, RMB, S, TEU, F, 7.20, 7.21), S, P, S, C, P, Y, P, I, B, K, B, G, W, Y, P, H, S, Y, G, A, F (7A.5).

S
A
C
S
C
-
- 19. L

1. 1980年，中国开始大规模的基础设施投资。随着改革开放政策的实施，基础设施投资在国民经济中的地位日益重要。政府通过发行国债、吸引外资等方式筹集资金，用于交通、能源、水利、通信等领域的建设。

2. 基础设施投资对促进经济增长、改善民生、增强国家综合实力具有重要作用。它不仅为工业生产和商业活动提供必要的条件，也为提高人民生活水平、实现可持续发展奠定基础。

3. 在基础设施投资过程中，政府应发挥主导作用，同时鼓励社会资本参与。通过完善法律法规、优化营商环境，吸引更多社会资本投入基础设施建设。

4. 随着中国经济的快速发展，基础设施投资规模不断扩大。未来应继续加大投入力度，提高投资效率，推动基础设施高质量发展，为实现中华民族伟大复兴的中国梦提供坚实支撑。

NOTES

1. 1980年，中国开始大规模的基础设施投资。随着改革开放政策的实施，基础设施投资在国民经济中的地位日益重要。

16. C 1995, 12.3 2002 (R 2006, .4). 44.1 1991 35.2
17. I ; 1
18. M C PRC (2007).
19. I 1108 10000
20. A Y R D T : W , Y , L , W , M , H T . H YR 16
21. //
22. T \ 200 2005 280 2010. I
23. C S C , ff T S G \ S C . I , H K
24. F US 1200, S 40- B US 2000, S P US 600. I G I L //
25. T Y R C 6300 50, C 80, Y R -G D P W 2000 12 T Y R -G W
26. T ff T fi 2006 (TN1-1.1) 6 -T

APPENDI MAPS AND STATISTICAL
INFORMATION

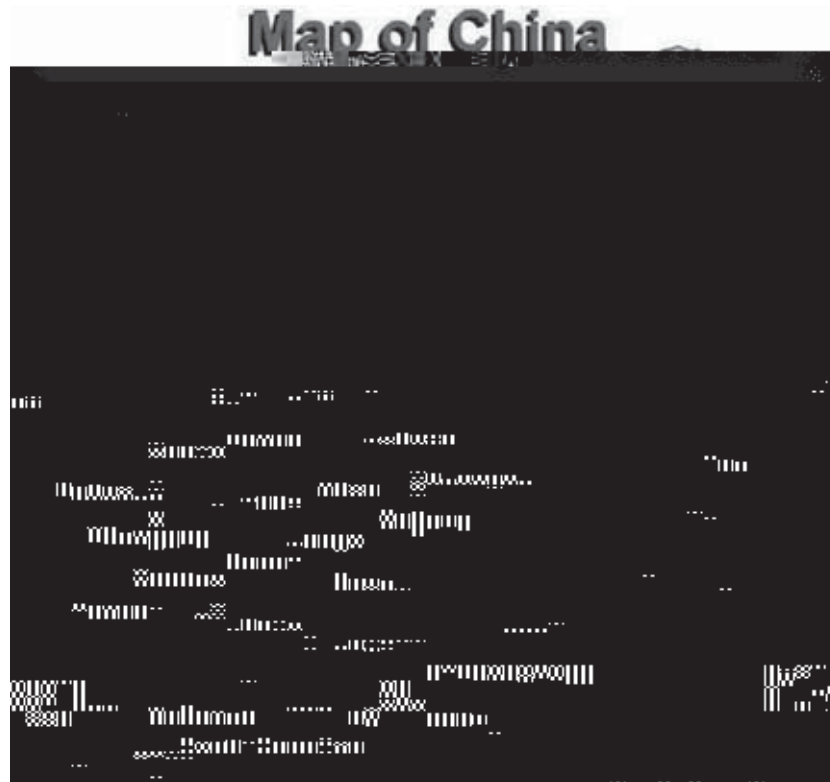


Figure 7A.1 Map of China

Table 7A.1 Major economic indicators of China, 2006

M	Unit	Value	Growth (%)
A	(10^2 , %)	9.6	
PE	(%)	1314.50	
GDP	(RMB 10^4)	20940.70	10.7
U	(RMB)	11759	10.4
R	(RMB)	3587	7.4
F	(RMB 10^4)	9347.20	24.5
A	(RMB 10^4)	7975.20	16.6
C	(RMB 10^4)	7641.00	13.7
C			1.5
U	(%)		4.1
E	(US 10^4)	969.1	27.2
	(US 10^4)	563.8	26.9
I	(US 10^4)	791.6	20.0
	(US 10^4)	472.6	22.0
T	(US 10^4)	177.5	
FDI			
	(US 10^4)	41473	5.8
	(US 10^4)	63.0	4.5
F	(US 10^4)	1066.3	30.2

Notes:

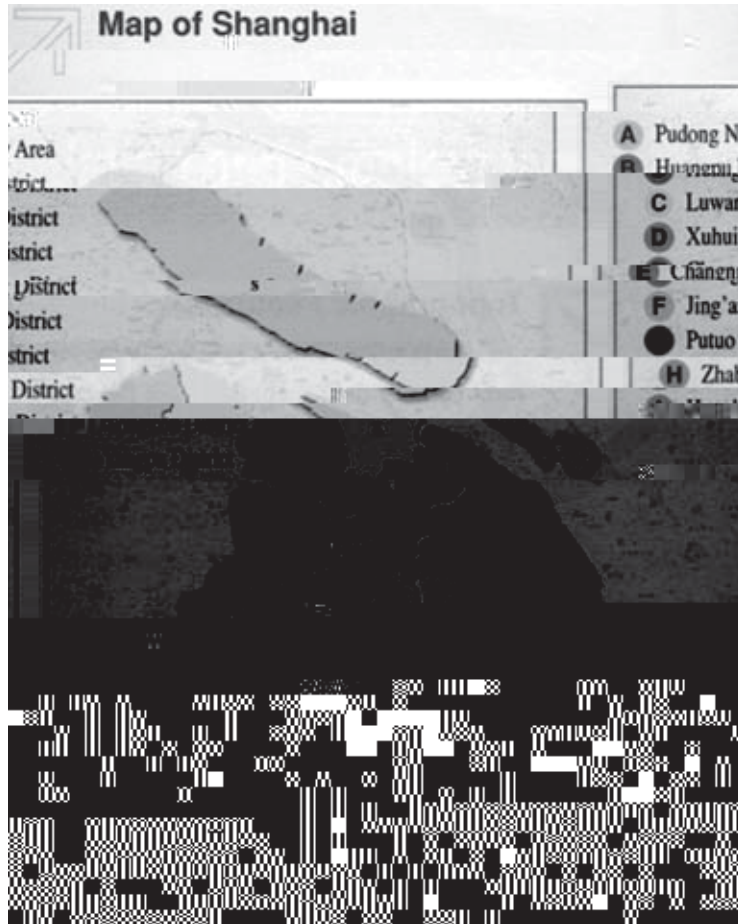
R: ...
 U: ...
 A: ... RMB 5 ...

Sources: T N B S M C G
 A C

Table 7A.2 Import and export value of commodities by places of destination or origin in China by region

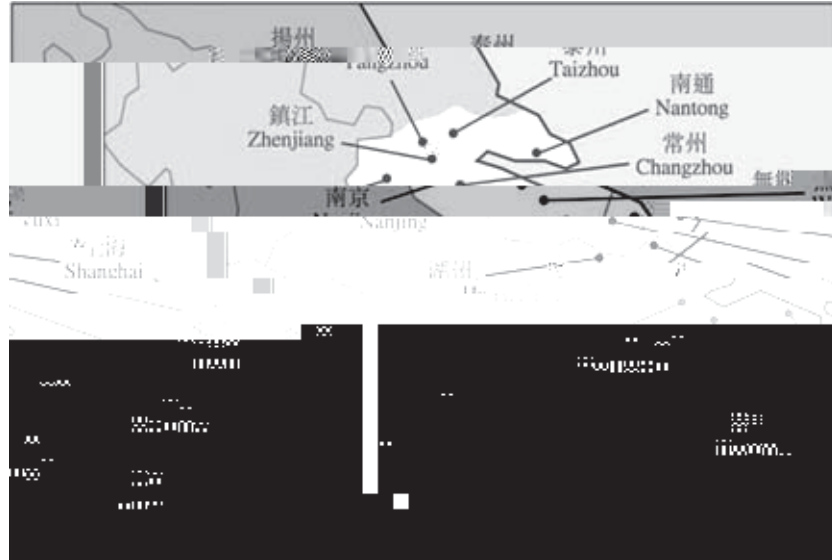
R	L	2000			2005			2000 2005
		T	S	R	T	S	R	A
		(US L)	(L)	(L GDP)	(L)	(L)	(L GDP)	(L)
National total		474.3	100.00	20.79	1421.91	100.00	34.09	24.60
G	L	175.49	37.00	78.75	439.18	30.90	87.23	20.10
S		54.7	11.50	46.12	181.5	12.80	81.18	27.10
T		17.16	3.60	43.56	54.63	3.80	60.66	26.10
J	L	49.19	10.40	24.85	238.48	16.80	55.03	37.10
Z		31.52	6.60	26.66	123.81	8.70	46.82	31.50
F		22.96	4.80	27.26	56.8	4.00	43.45	19.90
B		24.24	5.10	39.97	53.49	3.80	36.72	17.10
L	L	20.07	4.20	19.25	47.04	3.30	23.97	18.60
S	L	28.25	6.00	15.05	89.12	6.30	20.40	25.80
		2.59	0.50	7.31	8.3	0.60	15.85	26.30
H		1.09	0.20	12.82	2.12	0.10	9.36	14.10
N		0.53	0.10	10.20	1.18	0.10	9.29	17.30
H	L	3.99	0.80	3.69	10.47	0.70	9.02	21.30
H	L	5.49	1.20	6.04	19.33	1.40	8.86	28.60
A		3.69	0.80	5.92	9.26	0.70	7.91	20.20
S		2.79	0.60	6.23	9.09	0.60	6.92	26.60
S		2.39	0.50	6.53	6.15	0.40	6.86	20.80
C	L	1.85	0.40	5.19	4.23	0.30	6.72	18.00
Y		1.88	0.40	4.98	5	0.40	6.23	21.50
G		2.28	0.50	6.01	5.76	0.40	5.78	20.30
J		2.99	0.60	5.71	7.36	0.50	5.58	19.80
H	L	3.89	0.80	3.75	9.99	0.70	5.56	20.80
T	L	0.15	0.00	7.99	0.13	0.00	5.39	2.40
S		2.78	0.60	2.88	7.67	0.50	5.22	22.50
J		2.05	0.40	4.95	4.96	0.30	4.93	19.30
		0.23	0.00	3.52	0.49	0.00	4.87	16.70
H		2.99	0.60	3.71	6.96	0.50	4.71	18.40
G	L	0.69	0.10	3.49	2.99	0.20	4.62	34.00
H		3.12	0.70	2.41	9.07	0.60	3.94	23.70
I	M L L	2.39	0.50	5.73	5.3	0.40	3.73	17.30
G	L	0.86	0.20	3.50	2.04	0.10	3.56	18.90

Source: China Statistical Year Book, 2006, Tables 18-12.



Notes:

— Area (2004)	6341	²	0.06%	PRC		
— Population (2005)	17.78		1.39%	PRC		
— GDP (2005)	US 111.75		4.63%	PRC		
— GDP per capita (2005)	US 8	4753.9	6	0	10	145.205 253.096 T ()T /F3 1 T/-8 .2053.J 96



Notes:

— Area	109 961	²	1.7	PRC	PRC
— Population	82.7	(2005)	6.3	PRC	PRC
— GDP	US 414.5	(2005)	19.7	PRC	PRC
— GDP per capita	US 5015		US 1714	PRC	PRC
— Retail sales	US 131.1		16.7	PRC	PRC
— Industrial output	US 333.7		25.4	PRC	PRC
— Exports	US 276		36.7	PRC	PRC
— Imports	US 227		32.7	PRC	PRC
— Actually used FDI	US 26.3		43.7	PRC	PRC

Source: CEIEN : // . . . /.

Figure 7A.3 The Yangtze River Delta

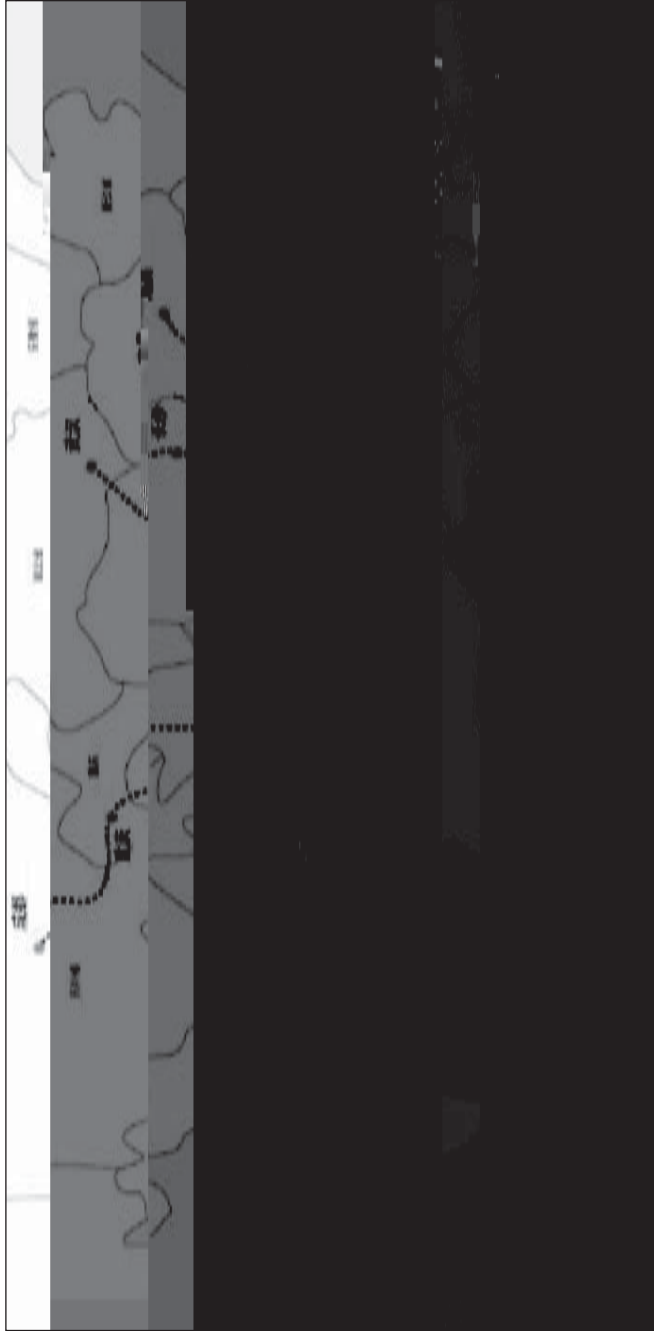
Table 7A.5 Major economic indicators of the Pearl River Delta, 2004

C	L	P	GDP	GDP	P	GDP	G	R	E	A
(²)	()	(US)	()	(US)	(US)	(US)	(US)	(US)	(US)	(US)
Total PRD^a	54653.60	27.14	164.02	n.a.	6043	282.81	51.51	182.44	9.00	
G	7434.40	7.38	49.73	15.00	6799	60.94	20.24	21.47	2.40	
S	1952.80	1.65	41.36	17.30	7161	78.65	11.06	77.84	2.35	
Z	1687.80	0.86	6.60	13.80	5056	15.26	2.17	9.04	0.47	
F	3848.50	3.51	20.01	16.30	5758	40.25	6.55	13.83	0.69	
J	9451.00	3.86	10.08	12.20	3720	15.98	4.70	5.08	0.51	
D	2465.00	1.62	13.96	19.60	8699	31.21	2.16	35.19	0.97	
Z	1800.10	1.39	7.37	18.70	5317	20.48	2.57	10.01	0.51	
H	11158.00	2.93	8.28	15.10	2857	13.53	1.36	8.74	0.63	
Z	14856.00	3.94	6.63	13.20	3198	6.51	0.70	1.24	0.48	

Notes: A

T

Sources: Statistical Yearbooks



Source: Y I E C E T r L .

SZ A, Z I , Z \Z
SZ A, Z .

*Table 8.3 India's merchandise trade with South Asian countries in 2005-06**

Table 8.4 India's trade with selected South Asian countries in 2005-06

C ₹ ₹ ₹	B ₹						N					
	E ₹			I ₹			E ₹			I ₹		
	V (US)	S (₹)	S (US)	V (US)	S (₹)	S (US)	V (US)	S (₹)	S (US)	V (US)	S (₹)	S (US)
F ₹ ₹	324.55	19.50	12.57	15.97	12.57	3.08	26.45	3.08	52.92	13.93		
F ₹ ₹	185.28	11.13	1.25	1.59	1.25	48.22	414.65	48.22	7.38	1.94		
C ₹ ₹	107.78	6.48	32.06	40.72	32.06	4.70	40.40	4.70	47.79	12.58		
E ₹ ₹	50.91	3.06	2.16	2.74	2.16	2.28	19.59	2.28	4.39	1.16		
I ₹ ₹	129.77	7.80	0.70	0.89	0.70	4.40	37.82	4.40	49.39	13.00		
M ₹ ₹	37.94	2.28	3.31	4.21	3.31	0.86	7.41	0.86	21.14	5.57		
M ₹ ₹	60.16	3.61	0.92	1.17	0.92	3.59	30.91	3.59	2.55	0.67		
L ₹ ₹	0.54	0.03	1.91	2.42	1.91	0.04	0.38	0.04	3.18	0.84		
P ₹ ₹	16.11	0.97	0.06	0.07	0.06	1.52	13.06	1.52	1.89	0.50		
P ₹ ₹	23.54	1.41	0.00	0.00	0.00	5.31	45.64	5.31	5.17	1.36		
R ₹ ₹	49.74	2.99	1.50	1.90	1.50	2.63	22.66	2.63	41.45	10.91		
T ₹ ₹	381.85	22.94	40.66	51.65	40.66	3.07	26.40	3.07	71.72	18.88		
A ₹ ₹	79.86	4.80	0.02	0.02	0.02	6.44	55.36	6.44	0.78	0.21		
T ₹ ₹	0.22	0.01	0.00	0.00	0.00	0.13	1.15	0.13	0.00	0.00		
M ₹ ₹	216.11	12.98	2.90	3.68	2.90	13.73	118.09	13.73	70.10	18.45		
T ₹ ₹	1664.36	100.00	100.00	127.03	100.00	100.00	859.97	100.00	379.85	100.00		

CZ	Z	Z	P						S L					
			E			I			E			I		
			V (US)	S (₹)	V (US)	S (₹)	V (US)	S (₹)	V (US)	S (₹)	V (US)	S (₹)		
F	Z	₹	87.47	12.69	34.54	19.24	58.52	2.89	36.99	6.40				
F	₹	₹	45.51	6.60	0.73	0.41	655.65	32.38	14.40	2.49				
C	₹	₹	235.08	34.11	24.31	13.54	76.74	3.79	36.05	6.24				
E		₹	3.19	0.46	1.53	0.85	46.66	2.30	28.64	4.96				
I	Z	₹	37.71	5.47	0.54	0.30	147.63	7.29	14.32	2.48				
M			7.28	1.06	0.06	0.03	73.21	3.62	7.91	1.37				
M	Z	₹	7.59	1.10	6.57	3.66	84.92	4.19	210.58	36.45				
L	Z	₹	0.21	0.03	1.71	0.95	1.84	0.09	2.55	0.44				
P			0.10	0.01	0.05	0.03	47.95	2.37	15.55	2.69				
P		₹	5.97	0.87	0.03	0.02	62.90	3.11	0.15	0.03				
R		₹	87.50	12.70	1.91	1.06	66.75	3.30	16.27	2.82				
T		₹	77.68	11.27	35.72	19.89	216.60	10.70	9.27	1.60				
A	Z	₹	0.39	0.06	0.06	0.03	293.14	14.48	1.25	0.22				
T	₹	₹	0.00	0.00	0.00	0.00	26.05	1.29	0.69	0.12				
M	₹	₹	93.55	13.57	71.80	39.99	166.11	8.20	183.08	31.69				
T		₹	689.23	100.00	179.56	100.00	2024.67	100.00	577.70	100.00				

Source: A, Z T \ 8.3.

Table 8.5 (continued)

(a) South Asia

Export	Transport	Import	Export	Import
	(US\$)		(US\$)	
I	27	4	41	5
B	35	5	57	7
B	39	6	42	6
N	44	7	37	4
Max	105		139	
Min	3		3	

Notes:

Rates of exchange: South Asia, US\$ per Indian Rupee, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 US\$ per US Dollar, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).

Source: Doing Business Database 2007, World Bank.

41.50 US\$ per Indian Rupee, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 51.50 US\$ per Indian Rupee, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 US 1236 US\$ per US Dollar, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 US 1494 US\$ per US Dollar, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 South Asia, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 OECD, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 World, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 South Asia, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 N, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 OECD, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 I, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 A, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 B, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 44, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 57, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 S, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 L, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 T, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 I, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 B, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 South Asia, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 F, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).
 I, as of 30 September 2007, from the International Financial Statistics (IFS) database, International Monetary Fund (IMF).

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ℓ ℓ ℓ ℓ

Q_{ij}^k = quantity of goods transported from origin i to destination j by mode k .
 f_{ij}^k = unit freight rate for mode k on route i to j .
 W_i = value of goods transported from origin i .
 F_i = total freight revenue from origin i .
 n = number of origins.
 TEU = Twenty-foot Equivalent Unit.
 HS = Harmonized System.

Estimation of *ad valorem* transportation costs

W = total value of goods transported; $ad\ valorem$ = percentage of value.

$$W_{it} = \sum_k S_{ikt} W_k \tag{8.5}$$

k HS 4-digit product code, i country, t year. S_{ikt} is the share of product k in country i in year t . W_k is the weight of product k in the world market.

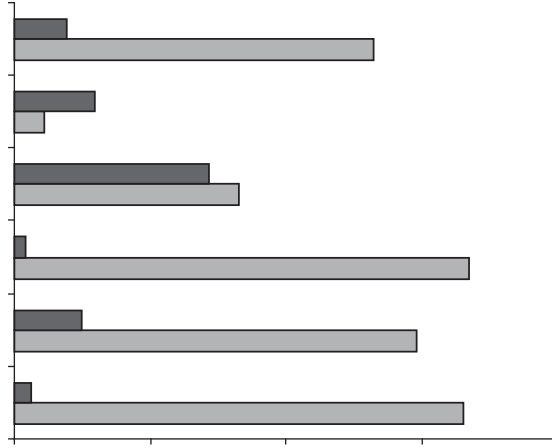
Data

The data are obtained from the HS 4-digit product code, the UN COMTRADE database (UN, 2007), and the World Bank's International Trade Statistics (ITS) database (World Bank, 2007). The HS 4-digit product code is used to identify the product code for each country. The UN COMTRADE database provides the trade flows between countries for each year from 2005 to 2007. The ITS database provides the trade flows between countries for each year from 2005 to 2007. The data are used to calculate the trade costs for each country and year.

3.2 Regional Trade Transportation Costs

Aggregated freight rates

The aggregated freight rates are calculated as the weighted average of the freight rates for each product code. The freight rates are obtained from the UN COMTRADE database (UN, 2007) and the World Bank's ITS database (World Bank, 2007). The freight rates are expressed in US dollars per TEU. The aggregated freight rates are used to calculate the trade costs for each country and year.



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8.7 A T
8A.2, S L W S L A
F S A ; 88
S T
B N E ff S L
F H L
T L

Table 8.8 Estimated transportation costs, 2005 (% of import value)*

() T									
C	E	E	B	I	N	P	S	L	T
A			57.70	29.90	188.60	29.10		11.80	63.42
C			19.20	17.80	84.60	9.40		4.80	27.16
E			2.20	4.90	0.00	1.40		0.50	1.80
I			29.00	22.60	60.50	16.80		4.90	26.76
L			3.20	2.80	4.80	10.60		0.90	4.46
M			1.90	1.10	8.40	1.50		0.60	2.70
M			11.50	4.80	29.20	12.50		2.10	12.02
P			23.10	80.50	67.80	9.80		5.50	37.34
P			0.80	3.30	5.20	0.50		0.40	2.04
R			10.20	8.50	4.20	10.10		2.70	7.14
T			6.90	13.00	45.10	8.80		1.30	15.02
T			3.90	0.30	0.00	49.00		0.50	10.74
T			14.13	15.79	41.53	13.29		3.00	17.55
() I									
C	E	E	B	I	N	P	S	L	T
A			56.60	21.80	188.30	15.80		3.00	39.50
C			18.90	15.50	84.60	5.00		1.30	52.00
E			2.20	4.30	0.00	0.80		0.10	1.70
I			29.00	21.50	60.50	8.60		1.30	28.00
L			2.50	2.50	4.80	6.60		0.60	2.60
M			1.80	1.00	8.40	0.80		0.20	2.30
M			10.50	4.00	29.20	6.70		0.60	5.80
P			23.00	69.20	67.70	5.10		1.60	27.10
P			0.70	3.30	5.20	0.30		0.10	1.80
R			9.70	8.20	4.20	5.50		0.60	5.90
T			5.20	11.40	45.00	4.70		0.30	9.90
T			3.80	0.30	0.00	29.00		0.10	1.30
T			28.10	25.00	42.90	24.20		1.40	33.70
() I									
C	E	E	B	I	N	P	S	L	T
A			1.20	8.20	0.30	13.30		8.70	7.00
C			0.20	2.30	0.00	4.40		3.50	2.50

Table 8.8 (continued)

	CE	IE	LE	ME	PE	RE	TE	TL	TE
E			0.00	0.60	0.00	0.70	0.30	0.20	
IE			0.00	1.10	0.00	8.10	3.60	1.60	
LE			0.70	0.30	0.00	4.00	0.30	0.60	
ME			0.10	0.00	0.00	0.70	0.40	0.20	
PE			1.00	0.80	0.00	5.80	1.50	1.00	
RE			0.10	11.30	0.10	4.70	4.00	3.70	
TE			0.00	0.00	0.00	0.20	0.30	0.20	
TL			0.50	0.30	0.00	4.60	2.00	2.00	
TE			1.70	1.60	0.10	4.10	1.10	1.40	
TE			0.10	0.00	0.00	20.00	0.30	0.60	
TE			1.00	4.20	0.10	21.00	3.70	4.60	

Note: T = Total, S = Subsidy, A = Ad valorem, I = Infrastructure, N = Net, P = Port, R = Road, L = Land, E = Energy, M = Manpower, P = Port, R = Road, L = Land, E = Energy, M = Manpower.

Table 8.8 (continued) shows the impact of infrastructure on trade costs. The table is organized into three main sections, each detailing the contribution of different infrastructure types to the total trade cost reduction. The first section (1) focuses on the impact of infrastructure on the total trade cost, showing a significant reduction from 8.2% in 2005 to 4.6% in 2005. The second section (2) details the impact of infrastructure on the total trade cost, showing a significant reduction from 8.2% in 2005 to 4.6% in 2005. The third section (3) details the impact of infrastructure on the total trade cost, showing a significant reduction from 8.2% in 2005 to 4.6% in 2005.

4. T £ *ad valorem* , £ £ £, £, £ ,
 £ £ , fl

Table 8.10 Estimated weight-value ratio (kg/US\$) in 2005 by bilateral partners

E	I					
	B	I	N	P	S L	T
B		2.195	0.252	0.015	0.613	3.075
I						
2. N						
3. M						
4. T						
5. T						

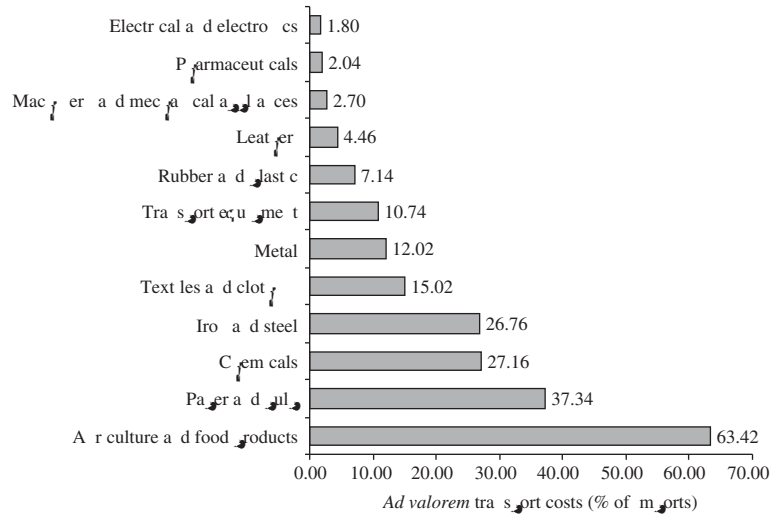
Table 8.11 Estimated bilateral total transportation costs in 2005

I	E	Ad valorem	A	ff
		(%)	(%)	
B	I	30.50	39.54	
	N	6.20	4.46	
	P	17.40	15.64	
	S L	20.70	18.56	
I	B	29.40	15.87	
	N	48.20	22.66	
	P	45.00	24.35	
	S L	11.90	23.29	
N	B	81.90	9.05	
	I	63.10	14.70	
	P	24.10	10.40	
	S L	18.80	15.43	
P	B	21.10	6.58	
	I	53.60	7.91	
	N	16.60	6.83	
	S L	15.60	6.58	
S L	B	13.20	6.81	
	I	5.00	9.20	
	N	12.00	11.72	
	P	5.90	3.76	

Notes:

R W ff, W B WITS (2008).

F A ()
 A , S A S A -
 () S A ff
 S A ff; () S A
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Note: T = Textiles and clothing; S = Services; A = Agriculture and food products.

Figure 8.3 Estimated transportation costs by commodity in 2005, as a percentage of imports

4. CONCLUDING REMARKS

The findings of this study indicate that the estimated ad valorem transportation costs in South Asia are significantly higher than those in other regions. The highest costs are observed for agriculture and food products, which account for 63.42% of the total value of imports. This is followed by paper and pulp at 37.34%, chemicals at 27.16%, and iron and steel at 26.76%. The lowest costs are for electrical and electronics at 1.80% and pharmaceuticals at 2.04%.

The high transportation costs in South Asia are primarily due to the large size of the agricultural and food products sector, which is heavily dependent on imports. Additionally, the region's geographical location and infrastructure challenges contribute to higher transportation costs. The findings suggest that reducing transportation costs, particularly for agricultural and food products, could significantly improve the competitiveness of South Asian exports and reduce the burden on importers.

Policy implications include the need for infrastructure development, particularly in the areas of roads and ports, to reduce transportation costs. Additionally, governments should consider providing subsidies or incentives to importers to offset the high transportation costs, especially for agricultural and food products. Improving the efficiency of the transportation sector and reducing the time and cost of moving goods across the region are crucial for enhancing trade and economic growth in South Asia.

NOTES

- A
I (ADBI) C T C A ; A D B
T S S A R B R H D
B S S A R B R H D
ADBI T T fi
1. T S A T 6
-S A 7
2001.
2. SAFTA 1J 2006 2016. SAFTA
5500 ff I SAFTA
A G I SAFTA
US 6 2006 US 14 2010 (G I
2006).
3. S D 14 SAARC S , N D , 3 4 A 2007.
4. S , , P H (1993).
5. S , , W O (2007) D (2008),
6. E P , I S A
I 73 S A (US 5.81 2006).
7. F ASEAN 20
5 1990 S A 5
T 5 2006
8. H A B M -S A
S A US 8.20 2006. T A 10
T (2005).
9. S , , P (1999), S (2002), W B (2004), RIS (2004), USAID

17. S. A. T. I. B. COMTRADE HS HS WTO. *Annual Report 2006*. W
18. H. (2007).
19. S. A. TEU. COMTRADE TEU. M S G S V P. I. N. A. (PIANC), B. M. D. C. E. S. P. L. (CES), N. D. T. 12000 \equiv 1 TEU. 20- (FCL), PIANC.
20. H. S. (2004) 10 *ad valorem*.
21. T.

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D , P. B. G. (2006), *On Assessing Transaction Costs of Trade at Border: An*

APPENDI

Table 8A.1 Classification of commodity groups

C	E	E	C	E	2/4-	R	
			HS (2002)				
A		E	01	24, 50	53	T	4- HS
F				16	23		HS 01 HS 06
F		E	25	27, 44		T	4- HS, HS 45
C			28	36, 38			
P				30		T	4- HS,
R			39	40			HS 37
L			41	43, 64			
P			47	48			
T		E	54	63		T	4- HS,
I			72	73			HS 64 67, 71
M			68	70, 74	81		
M			82	84		T	4- HS, HS 8415, 8418, 8471, 8473
E			85, 90, 91, 92, 95			T	4- HS,
E		E					HS 8415, 8418,
Offi		E	8517	8548			8471, 8473
E		E		8542			
T		E	86	89			
A		E		87			
		E					

Table 8A.2 Aggregated freight rates: 2005

C	I	B	I	N	P	S	L
A		1662	1350	1670	706	110	
C		1662	1355	1681	656	110	
E		1663	1318	1670	899	110	
F		1662	1698	1670	890	110	

Table 8A.3 Estimated weight-value ratio (kg/US\$) in 2005

C		L		I		N		P		S		L		T
C	L	L	B	I	N	P	S	L	T					
(/US)														
A			1.17	3.88	2.38	3.64	1.06	12.13						
C			0.36	1.25	5.12	1.01	0.09	7.83						
E			0.02	0.05	0.00	0.00	0.01	0.08						
F			0.88	2.63	3.49	2.66	0.77	10.43						
I			0.14	0.25	0.52	0.08	0.54	1.54						
L			0.00	0.01	0.00	0.06	0.64	0.71						
M			0.02	0.00	0.07	0.00	0.01	0.11						
M			0.09	0.19	0.10	0.02	0.05	0.45						
P			0.04	0.20	0.42	0.00	0.06	0.71						
P			0.00	0.00	0.06	0.01	0.01	0.08						
R			0.14	0.10	0.01	0.32	0.08	0.65						
T			0.15	0.61	4.64	0.06	0.55	6.00						
T			0.04	0.00	0.00	0.31	0.03	0.39						
T			3.08	9.23	16.92	8.33	3.92	41.47						

C		L		I		N		P		S		L		T
C	L	L	B	I	N	P	S	L	T					
(/US)														
A			4.40	2.96	10.27	2.09	1.71	21.42						
C			1.78	0.43	0.29	0.09	0.19	2.79						
E			0.01	0.07	0.00	0.00	0.01	0.10						
F			0.87	5.18	0.00	1.19	0.05	7.29						
I			0.53	0.39	0.14	0.11	0.10	1.28						
L			0.00	0.00	0.00	0.00	0.00	0.01						
M			0.00	0.01	0.00	0.01	0.00	0.03						

I

- ad valorem* , C 196, 197 9
ad valorem 103, 243, 246 9
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 , C
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- K, P. 78
- L, M. 37
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- M
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 - 167 73
 - 162 7
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- S, K. 159
- S, P 202, 208 13
- see

