



Transforming Logistics Performance in BBIN Countries *Towards creating a lasting legacy*

eWebinar Organized by CUTS International, December 16th 2020

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Current Methodologies used in Assessment of Logistics Quality in BBIN/BIMSTEC

The literature on cross-border logistics and facilitation focusing on Southern Asia (BBIB/BIMSTEC) has typically been dominated by four approaches

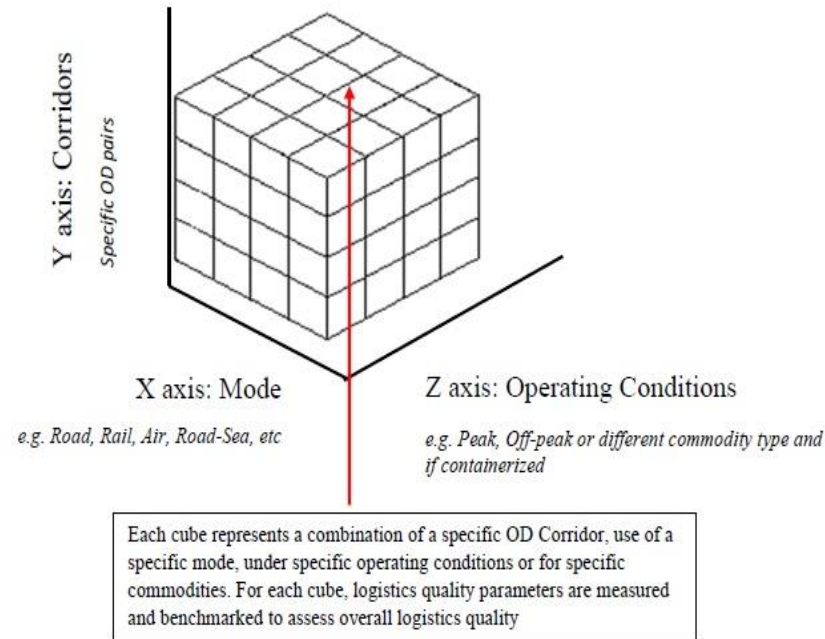
- Perception based surveys from EXIM stakeholders and/or logistics service entities (national or focus on a specific corridor)
- On-the ground surveys and operational assessments through interactions with local stakeholders (i.e., field survey), typically focusing on at-the-border facilities (ports/airports/land ports)
- Process mapping and analysis for gateway ports (includes TRS and other 'dwell time' related studies)
- Transit time analysis between specific origin-destination pairs

While these approaches have added great value in helping identify problems and get a much better visibility of issues, applying the same methodologies have diminishing returns after a point in terms of providing more holistic or newer insights

Some borders or corridors have been studied multiple times in the just the last decade or so. For e.g. Benapole-Petrapole

Fluidity of Corridors: End to End Comprehensive Assessment

Figure 1: Corridor Fluidity Conceptualization



Source: Adopted and modified by the author from Eisele and Villa (2015)

- End to end analysis of a corridor using objective data is rare in the South Asia or BBIN context
- Such an end-to-end analysis will not just be confined to border effect analysis, or just measure transit time between a specific OD pair
- It could potentially cover a large number of parameters that impact logistics quality and efficiency
- A broad concept of corridor fluidity could be used for this

Performance Indicators to Measure Logistics Quality Fundamentals

Connectivity and Transit Time

- Connectivity and Mobility
- Physical bottlenecks
- Regulatory bottlenecks

Reliability

- Transit time commitment
- Damage and loss

Resilience

- Robustness
- Rapidity
- Redundancy

Costs

- Overall costs
- Benchmarks
- Economies of scale

Developing a corridor fluidity measurement system

- Systemic data collection from transport assets, including containers and unit-load devices, and developing a corridor fluidity monitoring mechanism.
- A partnership between logisticians in BBIN countries moderated by national or regional business associations could create the network required on the ground linking devices with transport assets.
- Public transport service providers such as Railways and IWT operators would also have to be included as partners.
- Developing a data collection application (app)
- The data control tower can be managed by interested research NGOs with long working experience in the region such as CUTS in India, Unnayan Shamannay in Bangladesh etc.
- Once operational, the data control tower would be able to churn out micro-level analysis of the different performance indicators of logistics quality based on real data.
- The same app can be used to conduct targeted surveys on baseline costs for different services periodically

Thank You

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