

Creating Global Value Through Efficient Trade Logistics

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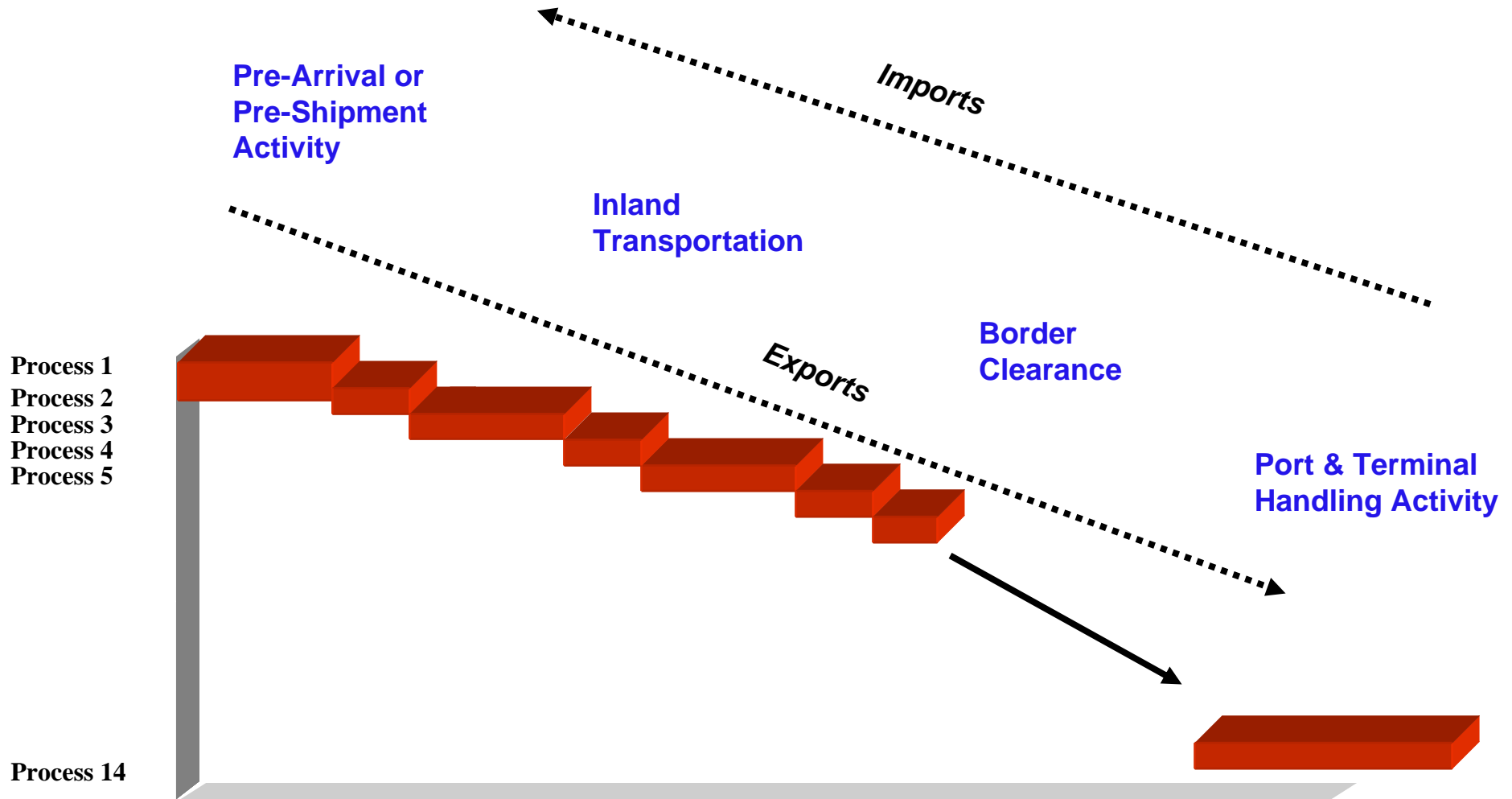
Washington, D.C.

Global Logistics Indicators

Dimensions of measurement: Examples

<i>Time</i>	<i>Cost</i>	<i>Complexity</i>	<i>Efficiency</i>
Total time for a trade transaction	Total cost for a trade transaction	Signatures for a trade transaction	No. of containers unloaded per berth hour
Document processing time	Port & terminal charges	Number of documents per transaction	Port shutdown days
Customs clearance	Document Processing	Percent of containers inspected	Inland transport speed
Technical control	Customs clearance cost	Level of inspection	Frequency of vessel calls at port
Vessel turnaround	Inland freight	Criteria for inspection	
Vessel waiting time for berth			
CSI related time			

Methodology Framework...



Methodology: Assumptions

Firm

Private, registered limited liability company

Medium size (200 employees or more)

Located in the most populous city

Domestically-owned with no foreign ownership

Subject to commercial laws and regulations

Exports >10% of sales to international markets

Product

Manufactured or processed products (SITC 65; 84; 07)*

Medium valued product

Transported in dry cargo 20-ft (FCL)

Not: hazardous product, military equipment

Does not require refrigeration or special envir.

Does not involve any special phyto-sanitary or environmental standards

Port

Port of entry and exit is a sea-port

Port is the one that serves the most populous city

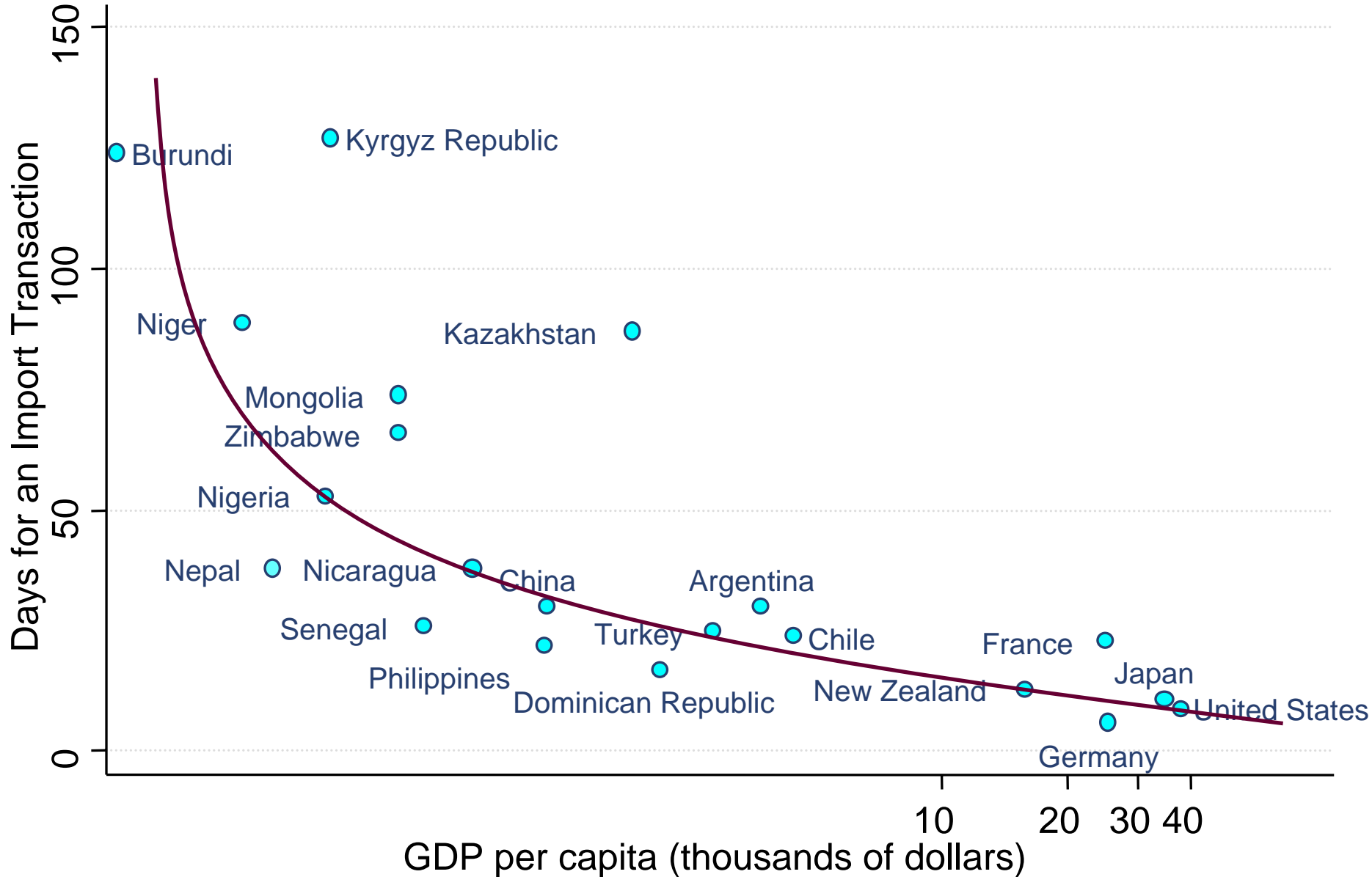
Procedures

Interaction of firm with external parties

All legal procedures required for trade, including those that may be “side-stepped” in exceptional circumstances

Formal costs; no informal payments included in cost figures

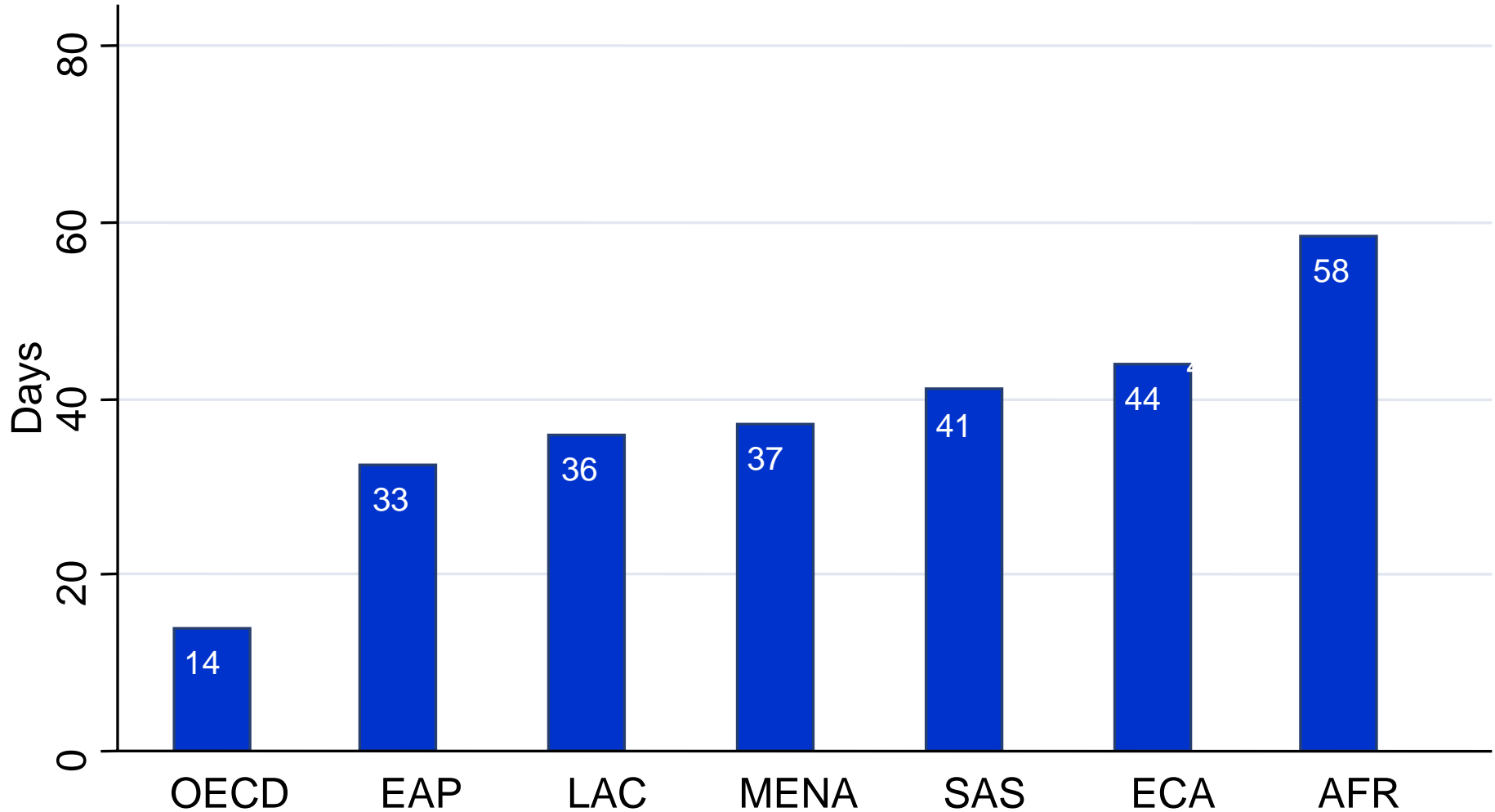
Poorer countries take longer to process trade transactions



Source: World Bank Global Logistics Indicators Survey

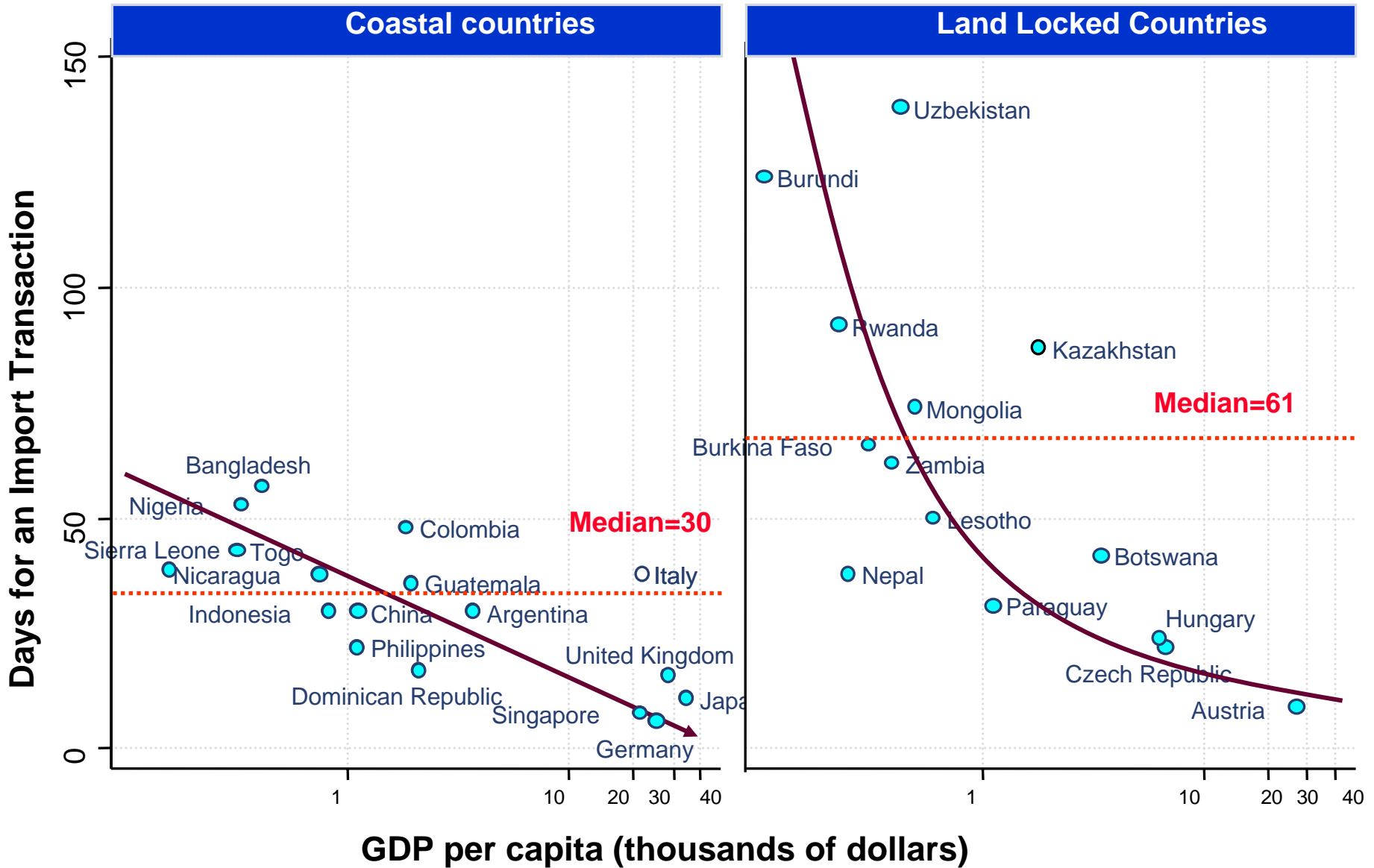
Average Time for a Typical Import Transaction

By region



Source: World Bank Global Logistics Indicators Survey

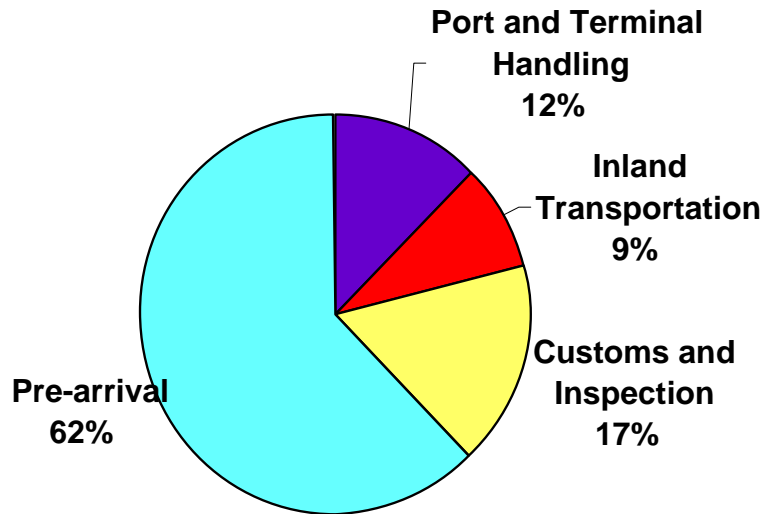
Landlocked Countries face bigger constraints



Source: World Bank Global Logistics Indicators Survey

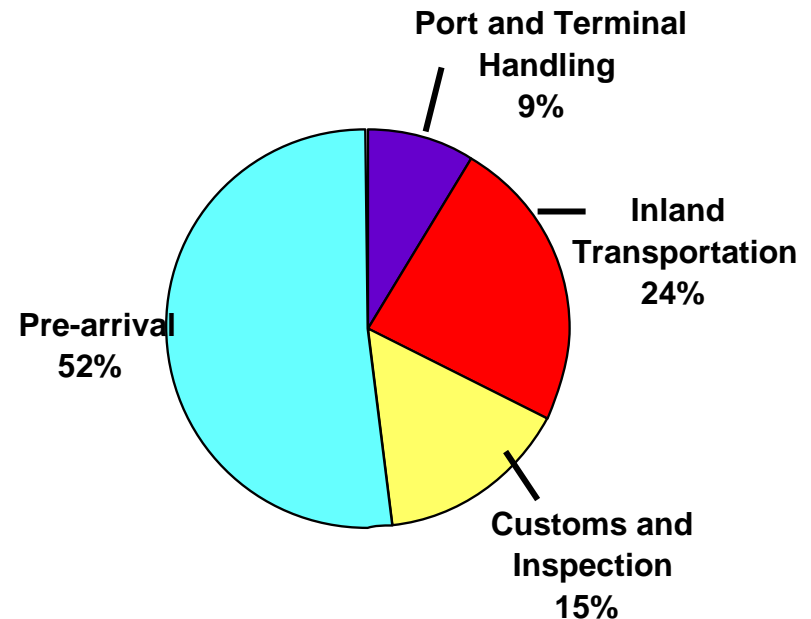
**Of the total time to import a container,
hard infrastructure accounts:**

About a fifth



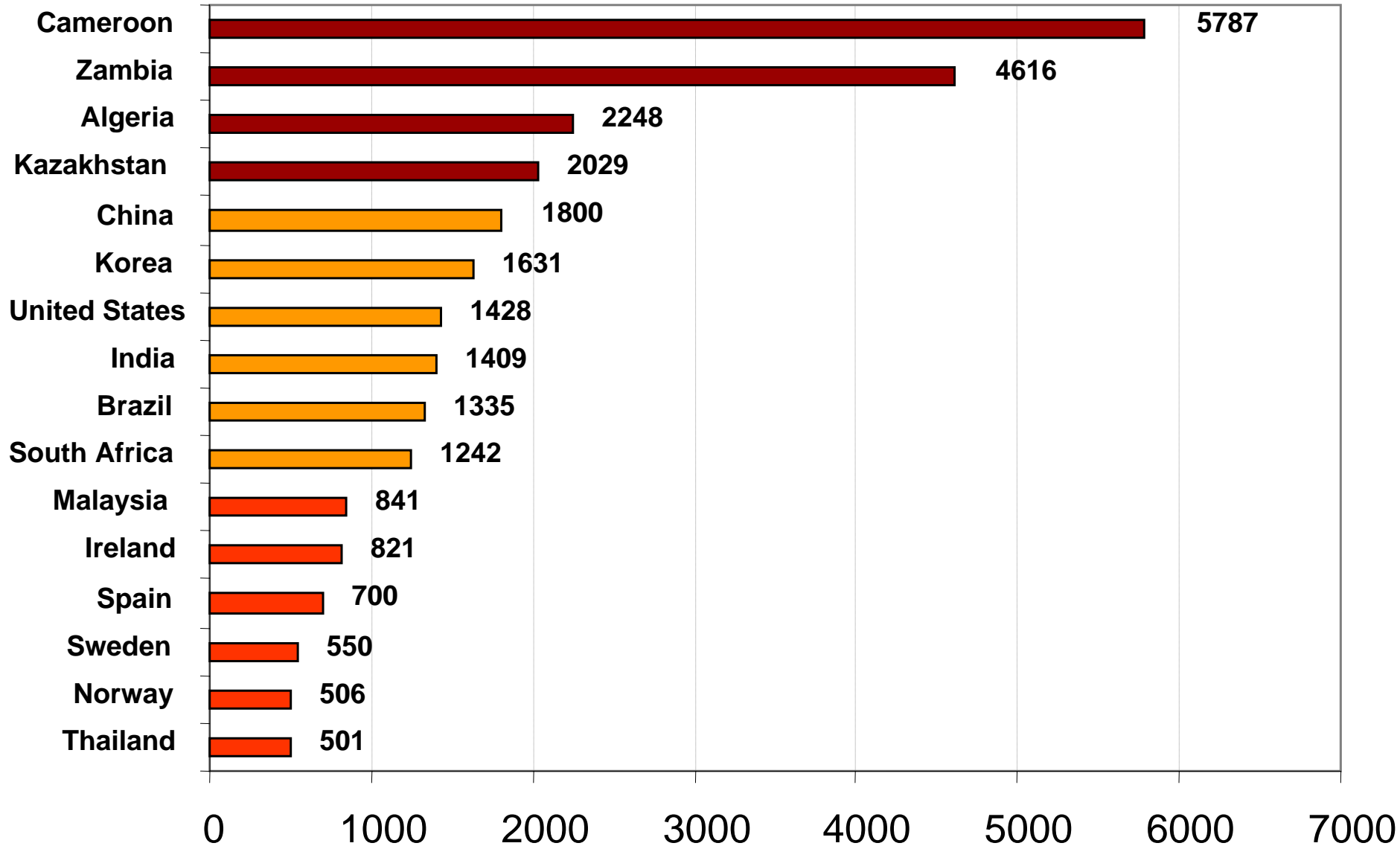
Coastal Countries

About a third

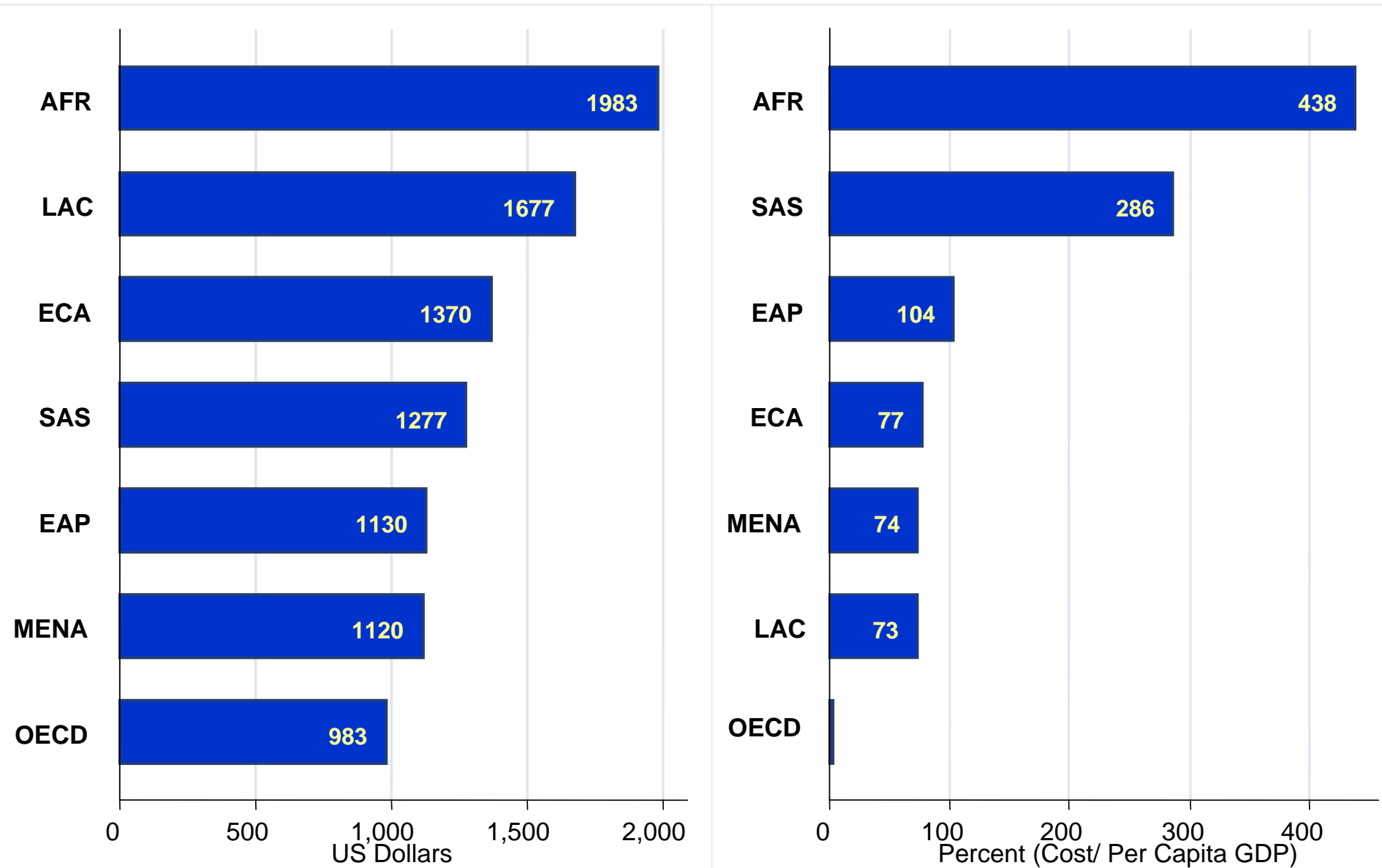


Landlocked countries

Total Cost for a Typical Import Transaction

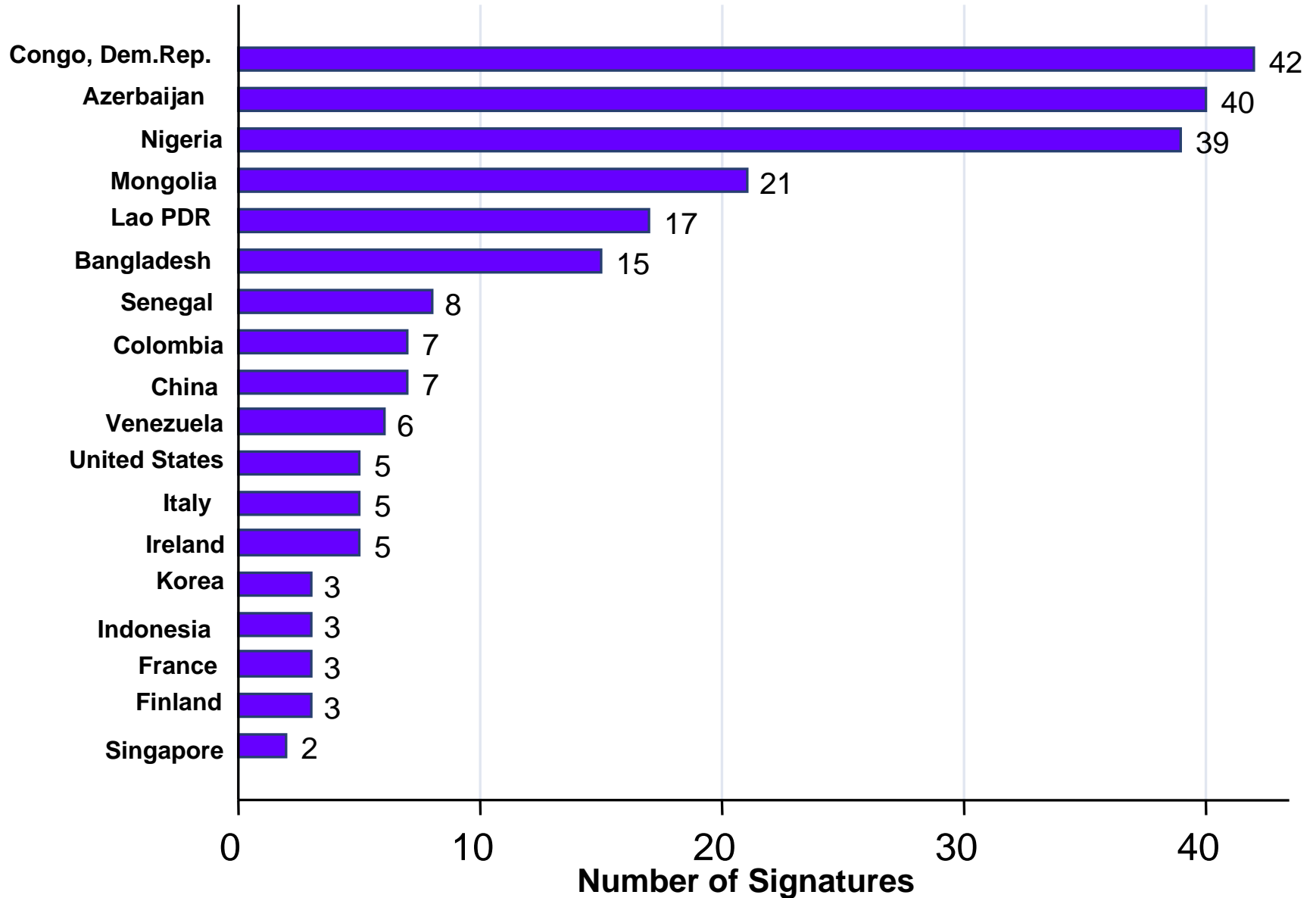


Regional Variations in Cost for a Typical Import Transaction

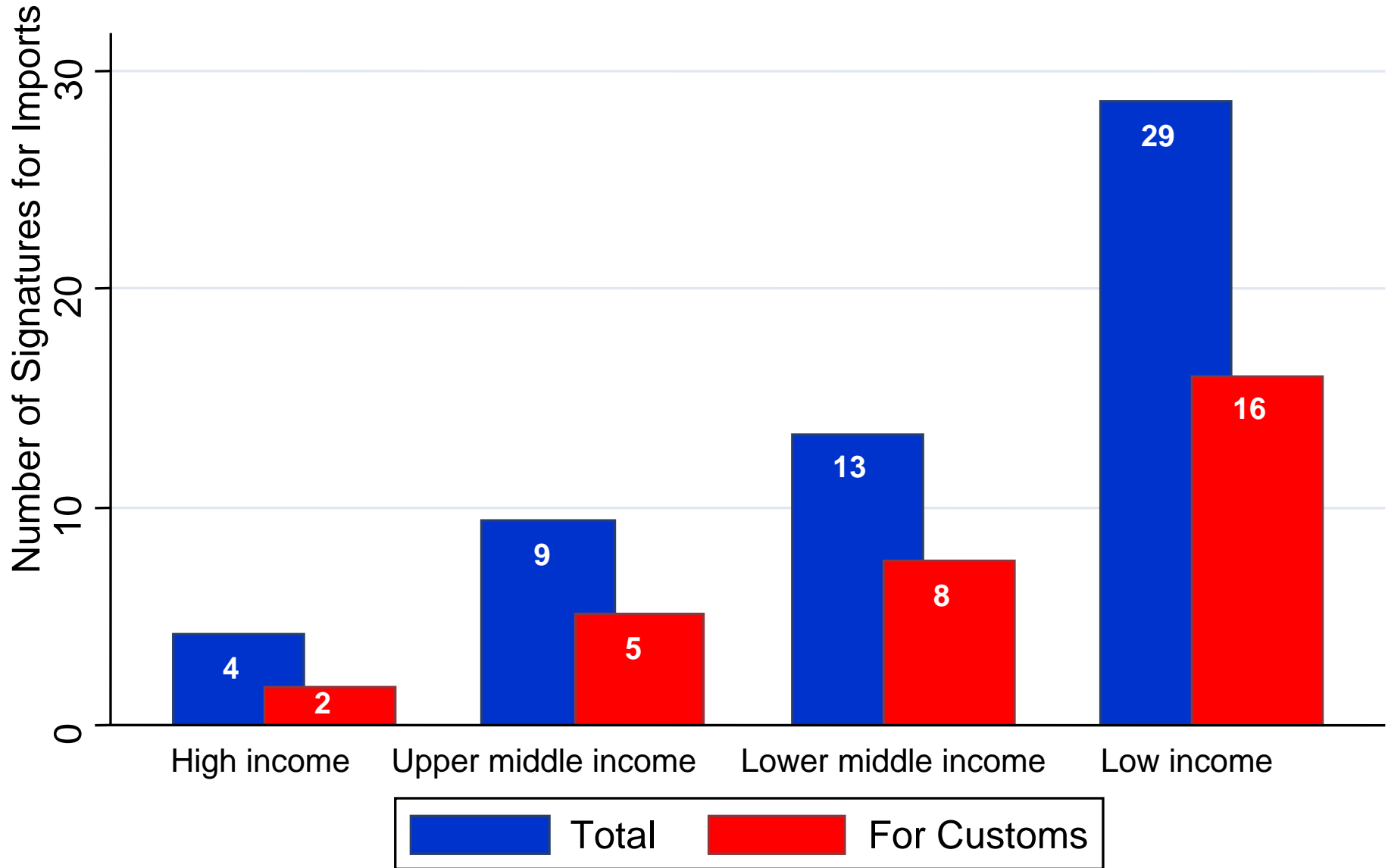


Source: World Bank Global Logistics Indicators Survey

Number of Signatures for Typical Export Transaction

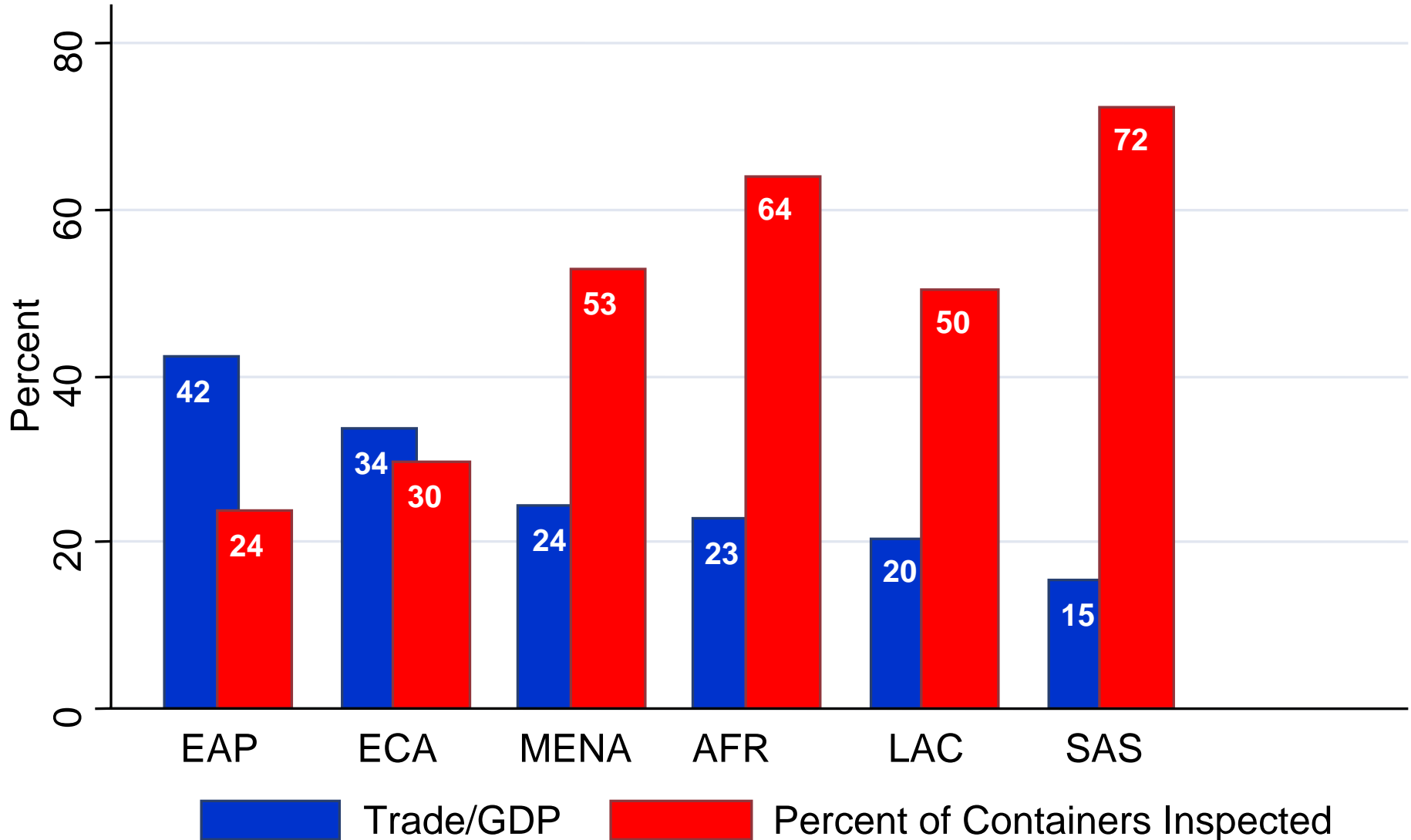


Higher Hurdles for Poorer countries

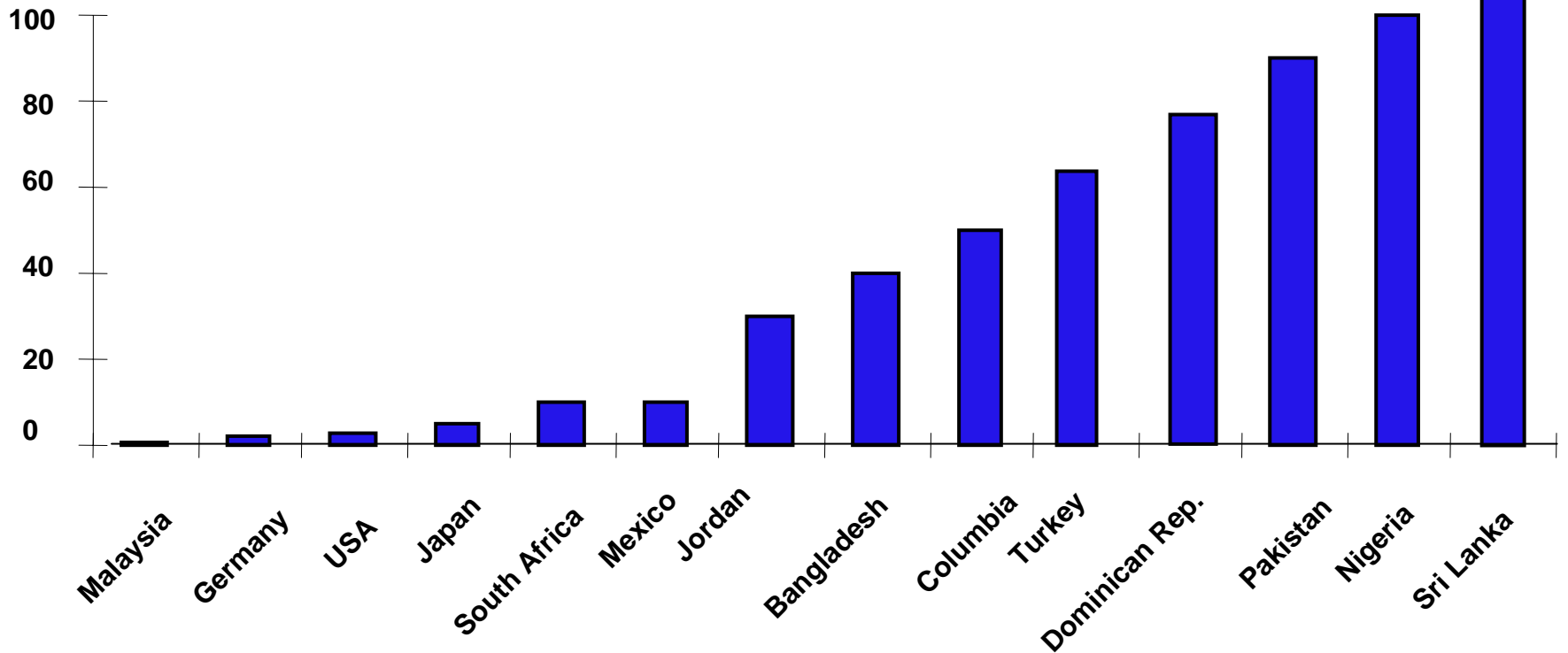


Percent of Import Containers Inspected

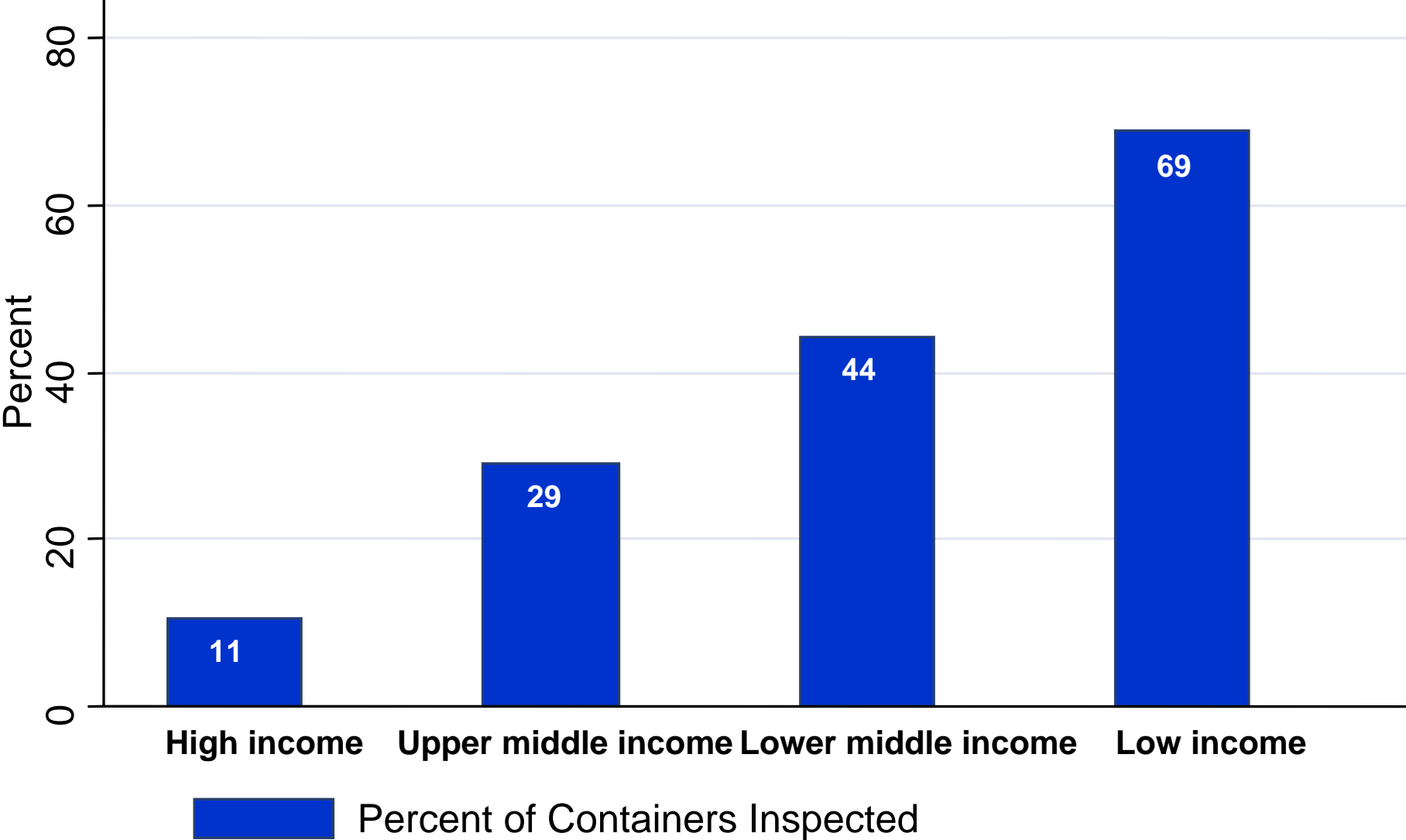
By region



Percentage of Import Containers Inspected



Bureaucracy inversely related to income



Source: World Bank Global Logistics Indicators Survey

Criteria for Selection of Containers for Customs Inspection (Sample countries)

Routine Inspection of all containers

India
Mozambique
Pakistan
Vietnam
Sri Lanka
Nigeria
Kenya
Egypt
Ghana
Honduras

Containers Selected for Inspection Based on Risk Analysis

Germany
Sweden
Spain
Australia
France
Thailand
Latvia
Serbia-Montenegro
Slovak Rep
Bosnia & Herzegovina

Critical Global Logistics Indicators

Time

- Exporter's average time for all procedures
- Importer's average time for all procedures

Cost

- Total costs for import-related procedures

Variability

- Exporter's Max Time – Average Time for all procedures
- Importer's Max Time – Average time for all procedures