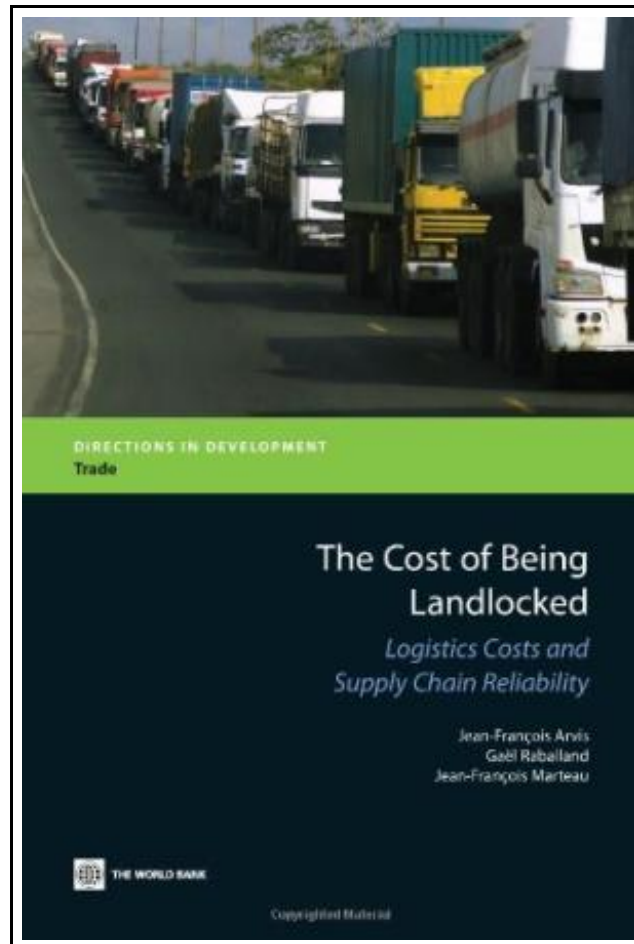


The Cost of Being Landlocked: Logistics Costs and Supply Chain Reliability



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THE COST OF BEING LANDLOCKED: LOGISTICS COSTS AND SUPPLY CHAIN RELIABILITY



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World Bank Publications. Paperback. Book Condition: new. BRAND NEW PRINT ON DEMAND., The Cost of Being Landlocked: Logistics Costs and Supply Chain Reliability, World Bank, Jean-Francois Arvis, Jean-Francois Marteau, Gael Raballand, 'The Cost of Being Landlocked' proposes a new analytical framework to interpret and model the constraints faced by logistics chains on international trade corridors. The plight of landlocked developing countries (LLDCs) has naturally received special attention for decades, leading to a specific set of development priorities based upon the concept of dependence on the transit state. Therefore, the standard approach used to tackle the cost of being landlocked has been predominantly aimed at developing regional transport infrastructure and ensuring freedom of transit through regional conventions. But without sufficient attention given to the performance of logistics service delivery to traders, the standard approach is unable to address key bottleneck concerns and the factors that contribute to the cost of being landlocked. Consequently, the impact of massive investment on trade corridors could not materialize to its full extent. Based on extensive data collection in several regions of the world, this book argues that although landlocked developing countries do face high logistics costs, these costs are not a result of poor road infrastructure, since transport prices largely depend on trucking market structure and implementation of transit processes. This book suggests that high logistics costs in LLDCs are a result of low logistics reliability and predictability, which stem from rent-seeking and governance issues. 'The Cost of Being Landlocked' will serve as a useful guide for policy makers, supervisory authorities, and development agencies.

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