

Panel Discussion – Central Asia's Participation in Global Supply Chains: Policy Priorities, Strategic Issues and Areas of Cooperation

ECONOMIC CORRIDOR DEVELOPMENT Supply Chain Analysis

ADB Institute / CAREC Institute 13 November 2013



CAREC Corridor 1 Economic Corridor Development Study

- Pilot study by the CAREC Institute. First phase: May – October 2013
- Areas covered in the holistic way:
 - Economic and Trade Analysis along CAREC 1 Corridor
 - <u>Transport and Trade Facilitation Analysis</u>, including cross-border operations between PRC, Kazakhstan and Kyrgyzstan
 - Selected <u>Supply Chain Case Studies</u>, focused on processing clusters around Alma-Ata and Bishkek, which use the Corridor 1
 - <u>City Analysis</u> in Bishkek and Alma-Ata to show how cities benefit from the Corridor Development and how they contribute to development of Value/Supply Chains along the Corridor



Economic Development Footprint

Transport jobs Transit revenue Transport infrastructure Trade jobs Transport jobs Logistics jobs Customs duties Taxes (VAT, profit) Logistics and trade infrastructure Production jobs Trade jobs Logistics jobs Customs duties Taxes Production, logistics, trade infrastructure Education services for manufacturing sector

Pure Transit

Import

Production & Export



Supply Chain Case Studies



Fruits and Vegetables Season - Off-season



Apparel 'White' channels Shuttle trade

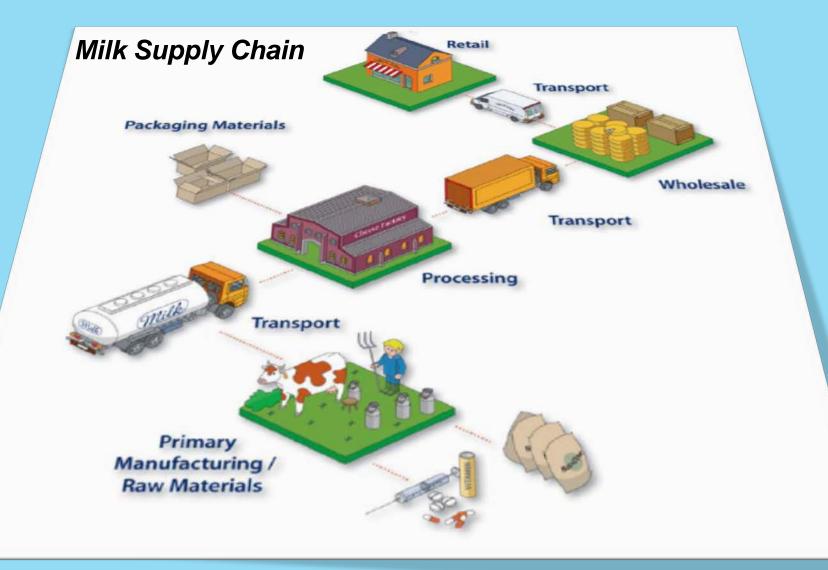




Milk B2B - B2CBulk – Packed









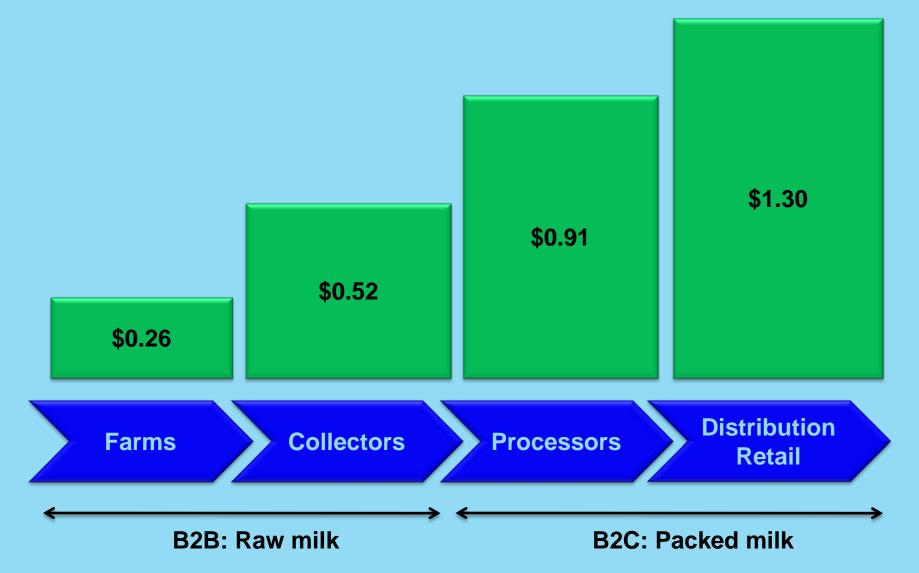
Milk Retail and Farm Gate Prices in selected countries

Kazakhstan





Milk: selling price to the next stage of supply chain





Productivity Gap in B2B Milk supply chain



Developed milk nations





Cooperation and Supply Chain Economy of Scale

Small fragmented producers (milk case)

- Low bargaining power, thus:
 - Poor access to markets
 - Low sales price
 - High resource costs
- Low economy of scale in transport and logistics
- Thus low profit margins and slow growth

<u>Cooperation of</u> <u>small producers</u> (apricots, clothing case)

- Higher bargaining power, thus:
 - Better access to markets
 - Higher sales prices
 - Lower resource costs
- Better economy of scale in transport and logistics
- Thus higher margins and ability to grow



Possible reasons for little cooperation

- Taxes and business administration costs get significantly higher when companies reach certain size, which demotivates businesses to grow beyond certain level
- Government support programs and grants are designed for businesses which have already reached certain level and do not motivate small producers to cooperate
- Lack of trust between producers and lack of skills to cooperate



Garment Value Chain – from KYR to KAZ

	Production	Export	Distribution	Retail
	Design Purchase of raw materials Production of apparel, using hired labor	Packaging Export customs clearance Freight services Documentation Fake trade transaction	Import customs clearance Order delivery Documents	Sales to final customers
Cost, \$	\$2.5	\$5.9	\$6.72	\$7.5
Selling price, \$	\$5.5	\$6.12	\$7	\$14
Gross margin	120%	4%	4%	87%
% of total price added	40%	4%	6%	50%



Crossing thick border

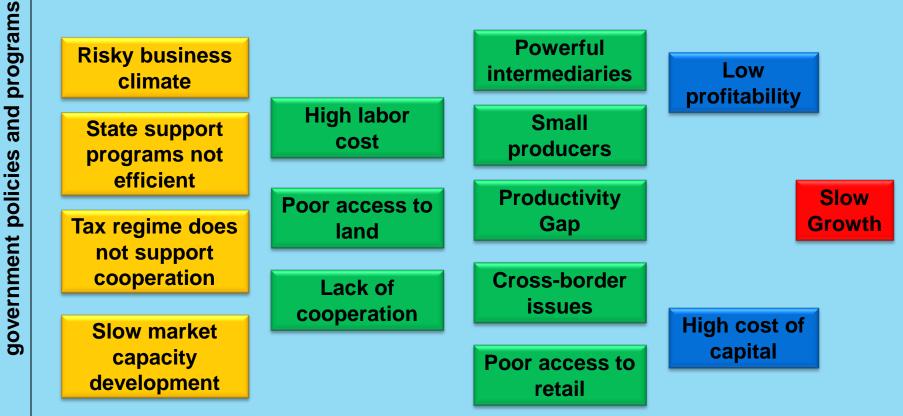
Small garment producers face strong border barriers and high logistics costs

They use one umbrella export company, one consolidator – freight forwarder and one exporter on the other side of the border

Otherwise, shipments are broken down by 49 kg and carried across the border by shuttle carriers



Issues in Supply Chains



microeconomic and market structural issues

CAREC