

< Panelist (Panel Discussion and Q&A) >



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It is necessary to consider three types of logistical connectivity: (1) domestic, (2) ASEAN, and (3) global.

For (1) domestic connectivity, efforts are advancing on tangible issues, particularly on infrastructure development, but efforts for abstract issues such as legislative systems and regulations are also necessary. In the ASEAN region, Indonesia and the Philippines are struggling with issues related to domestic connectivity.

For (2) connectivity within the ASEAN region, the biggest issues are the differences of the land and sea regions in the area. The Economic Research Institute for ASEAN and East Asia (ERIA) created a vision statement regarding seamless logistics and connectivity within the ASEAN region in 2004, which may serve as a reference.

Regarding (3) global connectivity, the ASEAN member nations must look again at regulatory issues because duplication and discrepancies in the regulations have become a major obstacle.

Thailand has a 20-year national plan and a Master Plan, and there is a connectivity plan at the ASEAN level as well. However, there is a large gap between planning and implementation. Drawing up plans is important, but how they are implemented is also important.

Logistics companies are not merely shippers of goods; they provide value-added services and can optimize logistics. Logistics companies are advancing efforts that involve various related people and should work proactively to improve connectivity.

Up to now, the importance of communication with the public and private sectors has been emphasized in discussions, but the academic sector also should be added. It is important that the private sector works proactively, public sector supports the private sector, and the academic sector offers prescriptions to both public and private sectors through research.