

# LOGISTICS BENCHMARK STUDY OF THE EAST WEST ECONOMIC CORRIDOR

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## ABSTRACT

*The main purpose of this paper is to analyse and benchmark the current status of the East West Economic Corridor (EWEC) logistics system<sup>1</sup>. The EWEC is one of most recognised program of the Asian Development Bank (ADB) within the Greater Mekong Sub-Region (GMS) initiative. This development program is named after the physical linkages in the transportation network from East to West across 4 GMS countries, i.e. Myanmar, Thailand, Lao PDR and Vietnam. The benchmark study is based on several logistics assessment tools, i.e, analysis on macro logistics system component, logistics performance benchmarking, corridor analysis and a snapshot methodology. The rationale behind EWEC logistics benchmark analysis is to provide policy makers with a detailed illustration of the “AS IS” situation and the issues currently constraining integration. Logistics development policies, comprising of 8 sub programs, are then proposed to enhance EWEC integration. The prediction is that the 1,109-km journey will travelled in less than 22 hours in the near future.*

**Keywords:** Logistics Benchmarking, East-West Economic Corridor, Logistics Policy Development

## INTRODUCTION

The East-West Economic Corridor is one of Asian Development Bank’s key flagship programs for developing the Greater Mekong Sub-Region (GMS), aiming at developing the infrastructure to enable the development and sharing of the resource base, and promoting flow of goods and people within the subregion. The GMS program had started since 1992 and more than US\$4 billion had been already invested. (Asian Development Bank, 2010) The East-West Economic corridor is named after the physical linkage connecting 4 GMS countries, stretching from Mawlamyine in Myanmar to Danang in Vietnam through several cities in Myanmar, Thailand, Lao PDR and Vietnam. The 1,110-kilometre route is currently utilised, albeit some missing links. Infrastructure was constructed in order to support the physical linkages within the EWEC such as the 2<sup>nd</sup> Lao-Thai friendship bridge between Mukdahan (Thailand)-Sawanakhet (Lao PDR) and the Hai Van tunnel in Danang, Vietnam. Today, physical connections within the EWEC are almost complete with some links needing rehabilitation in Myanmar. The following discuss key characteristics of EWEC section in each country.

The EWEC in Myanmar covers areas from Myawady to Mawlamyine via Eindu village for a distance of about 200 km. Where 160-km section from Myawady to Eindu village are ready, the rest, 40-km section and two major suspension bridges between Eindu and Mawlamyaing, is yet to be complete. The rehabilitation of the remaining road as well as the development of a deep-sea port at

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