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Introduction - Research Background
- Financial Support from Ministry of Education, Culture, Sports, Science and Technology (MEXT)
- 5 year Project on Business Development in Mekong Region
- Activities in Cooperation with External Experts
- Analytical Viewpoints
  - Production, Marketing, Logistics, Business Administration of SMEs
  - Factors in consideration
    - Infrastructure,
    - AEC
    - Economic Development of the areas along the corridors

Today’s Focus – Supply Chain in the Region
- West-East Economic Corridor and South Economic Corridor connecting Mekong Countries.
- Field work along the corridors focusing land transportation and manufacturing
- Da Nang to Savannakhet (February, 2015)
- HCMC to Phonm Penh (February to March, 2017)

East West Economic Corridor
- A starting point - Da Nang Port
- National Road No.1 under Expansion Construction

Business Environment in Vietnam-Laos Border
- Investment from Vietnam, Thailand and China
- Tourism, Trade and Retailing

https://www.nna.jp/news/show/208909
Road Condition of the corridor

Good Overall Situation
Gas Stations, Small Shops, Parking Areas

Hub City - Savannakhet (1)

So many Tourists from Thailand
(Casino hotels etc.)

Hub City - Savannakhet (2)

Savanseno Special Economic Zone
- Extension of the production chain in Thailand
- Manufacturing companies, Logistics companies etc.
- Nationality of investors
  - Lao investors 15
  - Thai investors 9
  - Japanese investors 7
  - Other investors 9

Vietnam - Cambodia Border

Rapid development of the border area (Tourism - casino, hotels etc.)
Investors for manufacturing and other industry - Special Economic Zones
Commercial Transaction among local residents

2. Southern Economic Corridor - HCMC to Phonm Penh

Tay Ninh – Old and historical city
Tourism industry agriculture and trade
National Road NO.22A and B

Critical Development - Tsubasa Bridge

Flat road development for efficient logistics
Completion of the large-scaled bridge crossing over the river for critical time saving

Other Special Economic Zones along the corridor (1)

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<thead>
<tr>
<th>SEZ</th>
<th>General Information</th>
<th>Nationality of Investors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manhattan</td>
<td>180 ha, 6 km away from the border</td>
<td>Many Taiwanese companies,</td>
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<td></td>
<td>HCMC to Phonm Penh</td>
<td>Hongkong, China, Vietnam</td>
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<td></td>
<td>Power supply from Vietnam</td>
<td></td>
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<td></td>
<td>Operated by a Taiwanese investor</td>
<td></td>
</tr>
<tr>
<td></td>
<td>and a Singapore investor</td>
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<tr>
<td></td>
<td>Many textile factories,</td>
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<tr>
<td></td>
<td>some Hongkong, China, South Korea,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vietnamese companies</td>
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<tr>
<td></td>
<td>and Chinese companies</td>
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<tr>
<td>Koh Kong</td>
<td>340ha, West Southern Cambodia, port town</td>
<td>2 Japanese companies,</td>
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<tr>
<td></td>
<td></td>
<td>some Taiwanese companies,</td>
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<td></td>
<td></td>
<td>Vietnam, Cambodia, Thai</td>
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<td></td>
<td></td>
<td>border, 3 Automotive parts</td>
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<tr>
<td>Sihanouville</td>
<td>1112 ha, Southern Cambodia, port city</td>
<td>2 Japanese companies,</td>
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<td></td>
<td></td>
<td>some Taiwanese companies,</td>
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<td></td>
<td>Vietnam, Cambodia, Thai</td>
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<td>border, 2 Sihanouville port</td>
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<td>Phnom Pen</td>
<td>70ha, Southern Cambodia, Port</td>
<td>2 Chinese companies,</td>
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<td></td>
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<td>some Taiwanese companies,</td>
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<td></td>
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<td>Vietnam, Cambodia, Thai</td>
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<td>border, Sihanouville port</td>
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Special Economic Zones along the corridor (2)

- Number of Japanese companies
  - Koh Kong
    - (340ha, West Southern Cambodia, port town) 2
    - (480ha, Upper Cambodia, Thai border) 3 (Automotive parts)
    - Sihanouville
    - (1112 ha, Southern Cambodia, port city) 2
    - Sihanouville port
    - (70ha, Southern Cambodia, Port) 2
Impression and Tentative Suggestion

- Suppression of lead time is getting essential in manufacturing since smaller lots are required by customers.
- Land freight will be more important despite that it is more expensive than ocean freight.
- The development of road development in Mekong countries will provide variety of logistics management.
- East-west economic corridor and South economic corridor under the cooperation Mekong countries and Japan are feasible options for more efficient logistics management.
- Besides, investors of manufacturing can enjoy other options in the area, which is under development between Mekong countries and China.
- The technical cooperation among related countries are also under development in consistent with AEC.
- Not only manufacturing investors but also service industries can find wide variety of business opportunities.

Reference