**Chananyu Wongwien 6104640773**

**Logistics and Supply Chain Development in ASEAN**

Generally, this topic will focus on studying ASEAN Logistics and Cross Border Trade Development. Mostly, our speaker tried to make us recognize the essentials of logistics and supply chain, and Re-design logistics in ASEAN during Covid-19. In my opinion, this topic is very useful for me because I have learned a lot of new things from this class including international logistics cross border development and the case study of Chiang Rai Borders Trade situations, which is able to adapt in the business world.

First of all, one crucial part of this topic is international logistics cross border development that describes the evolution of industrial ages from 1.0 to 4.0. To demonstrate, the industrial ages from 1.0 to 3.0 have prioritized cost oriented or lower cost strategy and the importance of B2B, especially the agricultural sector, the industry, and the heavy industry. In other words, the companies that provide the best price are able to survive in this competition, or we are able to call these ages as Red Ocean Strategy. On the other hand, the industrial ages 4.0 will emphasize on industry innovation and customer demand, such as product innovation, service innovation, process innovation, and business innovation. In other words, this industrial age is able to call the Blue Ocean Strategy. However, there is another strategy called White Ocean Strategy, which is more focus on social value. This strategy also has innovation, but it does not compete to lower the cost while several companies in Red Ocean Strategy try to focus on lowering the cost to survive in the market.

Aside from the international logistics cross border development, another point to demonstrate our speaker lecture is that supply chain redesign. Logistics is the key strategy to manage the supply chain. In the modern era, we try to more prioritize the logistics time or economy of speed. As an example, several businesses have more concern on the economy of speed or the lead time that they need to deliver their product to the customer on time for the customer satisfaction.

Lastly, there are 3 flows of Redesign before Covid-19 involving people, product, and capital. According to the data in the lecture, Thailand has a number of passengers from China approximately 2.8 million. Moreover, Thailand has a huge growth rate of passengers from Russia around 1762 percent, which creates a lot of opportunities for Thailand. In this section, we try to understand the behavior of Russian and Chinese passengers or the New Rich group. This group has changed their behavior differently before Covid-19 and after Covid-19. To illustrate, this group focuses on worthy activity including budget hotel, and low cost airline. However, this group acts differently after Covid-19 involving clean activity, social distancing.

Furthermore, the other flow of redesign is capital, which focuses on CLMV investment. As an instance, logistics business including river, land, and so on. In Thailand, we have potential border cities for development including Mae Sai, Chiang Sean, and Chiang Khong.

**Post-COVID CLMV Economy**

In today's world, nobody can deny that Covid-19 causes a lot of impact throughout the whole world. This topic will include East-West Economic Corridors from Thailand to Savannakhet and Central Vietnam, Thai exports to the neighboring countries, Thai investment to the neighboring countries, and aging population during this crisis. In my opinion, I appreciate this topic because our speakers try to describe the overview of each CLMV country clearly.

First of all, one of the crucial factors that cause economic growth is the share of exports and imports in Thailand. According to the data in the lecture, our export growth in the United states and China is still positive around 0.34 percent and 4.70 percent, which is mainly from precious stones and jewellery. However, our import growth has reduced slightly in the United states and China around 1 percent and 0.68 percent, especially crude oil and machinery and parts. Moreover, our share of exports to each CLMV country has been negative. Nevertheless, there are still opportunities for us in petroleum product export to CLMV countries and the high growth rate in plastic polymer/resin trade in CLMV. So, in this scenario, border trade will be a very important factor in this time.

Aside from the share of exports and imports in Thailand, we will study the overview of some countries in CLMV during this pandemic. Firstly, Cambodia got a huge impact from this pandemic, especially a decrease in imports of raw materials from China and the tourism industry due to a decrease in the air passengers more than 90 percent. Moreover, they are still faced with the labor shortage in their country. In Myanmar, manufacturing activity and the exports of agricultural products has been affected by this scenario because the business operation needs to close temporarily and a decrease in foreign demand.

Finally, the last point is the aging population. According to the data in the lecture, in the year 2015, the country that will have a huge problem from the aging population in ASEAN region are Thailand, Singapore, and Vietnam approximate 10 percent of the total population is now over 60 years old. Moreover, in the year 2050, Malaysia and Brunei will also have a percentage of the people who are over 60 years old, the same as Thailand, Singapore, and Vietnam. However, there are still business opportunities benefit from an aging population problems, especially Health Care goods and services, Financial services, and Real estate.