

Response paper: Post covid-19 CLMV country by Ph.D. Amonthep Chawla

The given lecture is mainly the discussion session about the CLMV economy regarding Covid-19 pandemic. Therefore, the agenda of this session is constructed as 1. Economic corridor from Thailand to central Vietnam, followed by 2. Thai's export to neighboring countries, 3. Thai's investment in neighboring countries and ended the discussion by 4. trade opportunities, aging population and disruption in CLMV.

Thailand is located centrally in between CLMV countries which is a strategic region among countries. Looking into the map, we can see that Southern China is included in the map as well due to the Greater Macro Subregion concept such that the utilization of map is not only to look upon the resource but also the logistics. However, Vietnam utilizes the Special Economic Zones (SEZs) to improve and attract the neighboring countries to invest and trade among the countries.

Moving on to the share of export from Thailand to CLMV countries, among these four countries only Vietnam does not import refined fuel as the top product from Thailand while the rest three countries import refined fuel as the top product from Thailand. However, the top imported product from Thailand in Vietnam is Motor parts and accessories. Besides petroleum opportunities, Thailand is also looking forward to plastic polymer trade as well since these countries are mainly tourism countries while plastic bottles are needed by tourists.

When we talk about investment, these countries are small countries although there are various investors who would like to invest in these countries due to the fact that the labor cost is low, lack of technology and funding, these countries are rich in resources etc. That is the reason why investment opportunities appear as a business organic and agricultural process. On the other hand, CLMV countries also appear as tourist spots of south-east Asia, hence the tourism sector also has a great opportunity for investment. Nonetheless, there are some products and services that Thai's investors have expanded their coverage area such as cafe Amazon, Major Cineplex, Grab and movies. It cannot be denied that these countries consume a huge amount of Thai product.

From the aging diagrams, it illustrates the rising aging population such that in every country in CLMV, the number of elder people is higher while median age and life expectancy is also higher. This presents a great opportunity in medical services for old people like healthy food, medical equipment, hospital nursery and etc. While on the finance side, it could be an insurance program.

However, the Covid-19 pandemic has deteriorate every country's economy specially the small country one that rely on tourism and service sector such as Thailand, Cambodia, Myanmar and etc. Moreover, the supply for production is also shock as imports are more strict on the securities. So, in my perspective, the effect of this scenario could be last longer than every crisis that had passed Thailand.

Response paper: Logistic and supply chain development in ASEAN

In this session the topics to be discussed are ASEAN logistics, cross border trade agreements, major border trade factor and logistic development in ASEAN under Covid-19 situation. In which the session is lectured by Arjarn Suthep Nimsai as the guest speaker. According to geographic perspective, Thailand has geographical advantage which could be considered as a logistic hub of an ASEAN region. Due to the fact that in the present era, the demographic has changed which also affects on consumption behavior for instance, new-rich in this era prefer to choose economy class flight and travel more while the ex-rich in the past would choose the first class flight and travel less.

There could be the question that how does the logistic relate to the economy, the answer is that there is connectivity. It appears as the junction between transportation and economic such that it creates competitiveness for the firm such that the operation self is lies in supply chain management that could skyrocketly effective to reduce the cost of transportation which is a huge amount. This create the flows of process in operation in which before covid-19 the 3flows re-design consists of people, product and capital.

Moving on to the border trade agreements, as Thailand has a geographical advantage, Thailand trade heavily with Myanmar, Laos, Malaysia and Cambodia with trade volume over 6, 5, 14 and 4 billion respectively. Looking back in 10 years, the border export value of agricultural product compoundly has grown over 20% between Thailand and Laos, Myanmar and Southern China through Chiangrai border trade. To improve the border trade activities, the potential border city are considered that consists of Mae sai, Chiang Sean and Chiang Khong where the district connects with Myanmar, Laos and Laos respectively.

Besides the topic above, the logistic development in ASEAN under Covid-19 pandemic is also an important topic to be discussed. Since the Corona virus appears there are economy shock globally all over the world which affects almost every service sectors such that the aviation business has to stop and mostly every country have to lock down to prevent the spreading. This scenario generates new normal to the people for example there are many office that allows work from home and it works well, the technology is released faster to adapt with the situation. Moreover, people are more concern about their health and securities

Every crisis that have ever come affects a country over 30 years such that the effect of Tom Yum Kung crisis are still present on these day and due to Covid-19 scenario, every country receive the impact of economy shock, in my perspective, the impact of this pandemic will be more severe and last a lot longer.