

The Efficiency of the Logistics Global Supply Chain Activities and Analysis of Related Rules and Regulations

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ABSTRACT

Purpose: This research paper aims to determine the factors affecting the efficiency and logistics performance index (LPI) of Vietnam's exports to foreign partners during 2018-2022 are due to the impact of the COVID-19 pandemic.

Theoretical Framework: Based on the primary factors affecting the efficiency and performance of global supply chain activities in logistics for Vietnam's exports, including practical impact and logistics results of enterprises in Vietnam.

Based on the primary factors affecting the efficiency and performance of global supply chain activities in logistics for Vietnam's exports, including (1). Customs efficiency (speed, simplicity and predictability of customs clearance procedures) (2). Quality of infrastructure related to trade and transport, including Roads, railways, ports, airports, warehouses and information technology ... (3). The level of ease when arranging to transport import and export goods with competitive prices (costs such as warehousing fees, port fees, tolls ...) (4). Capacity and quality of logistics service providers ... (5). Ability to track and trace shipments. (6). Timeliness of the shipment to the destination within the specified time limit. The practical impact and logistics results of enterprises in Vietnam.

Method: The panel approach allows the authors to explore the heterogeneity in data across countries. Fixed effects (FE) and random effects (RE) models were used to estimate the model. Then, the Hausman test is carried out to decide

which model is appropriate. The data were collected from 240 observations from Vietnam and 80 major export partner countries of Vietnam.

Findings: The research results show that the cost, time and capacity of providing logistics services have the most significant impact on Vietnam's exports.

Practical & social implications: Overall, to increase the efficiency and logistics efficiency of enterprises. The Vietnamese Government needs to cooperate and propose ideas to partner countries to improve logistics activities for exports from Vietnam. Logistics is beginning to play an increasingly important role in the competitiveness of economies.

Originality values: This study also confirms the sustainability of the extended gravity model using OLS and RE methods by substituting different variables for the country's logistics efficiency and solving the endogenous problem in the model while applying the regression method to industrial variables. We find that an 1% improvement in Vietnam's logistics would increase Vietnam's exports by 1.443%, and an 1% improvement in a partner country's performance would help promote Vietnam's exports to this country by 0.546%.

Keywords: logistics performance index (LPI), export, gravity model, OLS, efficiency, utt

I. INTRODUCTION

Background

Services Logistics

According to Article 233, Commercial Law 2005: Logistics services are commercial activities whereby traders organize to perform one or more jobs including receiving goods, transporting, storing, storing and clearing customs procedures. , other paperwork, customer consultation, packaging, marking, delivery or other services related to goods as agreed with the customer for remuneration. Logistics service is transliterated in Vietnamese as a logical service. Since Vietnam opened up to the world for trade, Vietnam's exports have contributed significantly to economic growth. Exports lifted the economy during the brutal downturn. The emotional development of the global market has increased trade between countries and regions, which leads to new needs for transportation, warehousing, and services.

Objective of the work or research problem

The article introduces the development of logistics and transportation-related fields based on a historical review. Then, the paper discusses The efficiency of the logistics global supply chain activities and analysis of related rules and regulations in case of Vietnam.

II. PREVIOUS STUDIES

We see below table:

Authors	Year	Contents, results
Blancas, Isbell	2014	In the past ten years, Vietnam's sustainable GDP growth rate (from 5% to 8.5%) annually has primarily been based on the promotion of exports and foreign

		investment [Lam, Sriram,2019]. The most significant improvement is seen in the ranking of trading partners in the world, from the 39th position in 2009 to 23rd place in 2019 and then one of the countries with the highest trade openness. In addition,
WTO	2020	Vietnam's average export growth reached nearly 15% in the 2018–2021 period and is forecast to grow many times higher
Phuong	2019	Vietnam's import and export costs are still higher than the ASEAN average, with the expenses accounting for 20.8%-25% of GDP, 6% higher than that of Thailand, 12% more than Malaysia and about 2.5 times higher than that of Singapore
World Bank	2018	World Bank assessment, high costs are caused by delays in the transportation and handling of goods which lack quality in human resources, particularly in logistics management and customs clearance procedures.

Table 1- Previous studies related
(source: author synthesis)

III. Materials and Methods

3.1. Design/methodology/approach

Using the approach of Martí et al. [Martí, Puertas,2014,2982-2992] when assessing operational efficiency and the importance of logistics for international trade, this study changes a few control variables to suit the export situation of Vietnam. In addition to main variables, other essential factors are also considered to evaluate the logistics performance of exports. Specifically, this study uses an extended gravity model, including the variables of the economic size of Vietnam and the partner country, the geographical distance between the capital of Vietnam and that of the partner country, and the general free trade agreement between Vietnam and the partner country.

3.2. Data

This study uses panel data, including 240 observations from Vietnam and 80 major exporting partner countries.

IV. Results and Discussions

Vietnam Law on logistics

In the simplest terms, Logistics is the best service to provide and transport goods from the place of production to the consumer. The job of logistics companies is to plan specifically, control the movement of goods or information about raw materials from the point of origin to the point of consumption according to customer requirements. To compete effectively in this industry, companies must always improve and focus on the quantity, quality, time and price of services.

Pursuant to Article 233 of the Commercial Law 2005 stipulates that: Logistics services are commercial activities whereby traders organize to perform one or more jobs including receiving goods, transporting, storing, storing and handling goods. customs clearance, other paperwork, customer consulting, packaging, marking, delivery or other services related

to goods as agreed with the customer for remuneration . Logistics service is transliterated in Vietnamese as a logical service.

Thus, you can understand that logistics service is a commercial activity in which traders will organize to perform one or more different jobs such as receiving goods, transporting, storing, storing, and carrying out procedures. Custom.

What are the conditions for logistics services?

Pursuant to Article 234 of the Commercial Law 2005 as follows:

"Article 234. Conditions for providing logistics services

1. Trader providing logistics services is an enterprise that fully meets the conditions for providing logistics services as prescribed by law.
2. The Government shall detail the conditions for providing logistics services."

Besides, in Article 4 of Decree 163/2017/ND-CP as follows:

"Article 4. Conditions for providing logistics services

1. Traders providing specific logistics services specified in Article 3 of this Decree must satisfy the investment and business conditions prescribed by law for such services.
2. Traders conducting part or all of logistics business activities by electronic means connected to the Internet, mobile telecommunications networks or other open networks, in addition to complying with the provisions of law on For specific services specified in Article 3 of this Decree, regulations on e-commerce must also be complied with.

...."

Thus, you must meet the investment and business conditions prescribed by law for that service to be considered eligible to participate in logistics.

What are the rights and obligations of traders providing logistics services?

In addition, the rights and obligations of traders providing logistics services specified in Article 235 of the Commercial Law 2005 provide that:

"Article 235. Rights and obligations of traders providing logistics services

1. Unless otherwise agreed, traders providing logistics services have the following rights and obligations:
 - a) To be entitled to service remuneration and other reasonable expenses;
 - b) In the course of contract performance, if there is a legitimate reason for the benefit of the customer, the trader providing logistics services may perform differently from the customer's instructions, but must immediately notify the customer. ;
 - c) When there is a situation that may lead to the failure to comply with all or part of the instructions of the customer, the customer must immediately notify the customer for instructions;
 - d) If there is no agreement on a specific time limit for performing obligations with customers, they must perform their obligations within a reasonable time.
2. When carrying out the transportation of goods, traders providing logistics services must comply with the provisions of law and transport practices."

Next:

On average, in the period 2018 - 2021, Vietnam had trade relationship with 27/35 countries in the Americas. The average annual value was about 135-139 billion USD, accounting for 20.7% of Vietnam's total trade turnover with foreign countries. Specifically, Vietnam's imports and exports with this region reached 114 billion USD, up 26.5% and 25 billion USD, up 14.2%, respectively. Notably, trade with all major markets in the region recorded adouble-digit growth rate, namely Chile (54.1%), Mexico (37.5%), Brazil (35.2%), United States (22.9%), Cuba (21.2%), Canada (18.5%), ... These were the largest trading partner countries, especially in the

context of the Covid-19 pandemic, which imposed a substantial impact on the economy and society of Vietnam and the Americas as well as on a global scale. Vietnam's export turnover to the African region averaged \$2.24 billion USD, with rice being the most important export item (accounting for 20% of the country's total export turnover). The major exporting countries of Vietnam in this region are Algeria, Angola, and Libya.

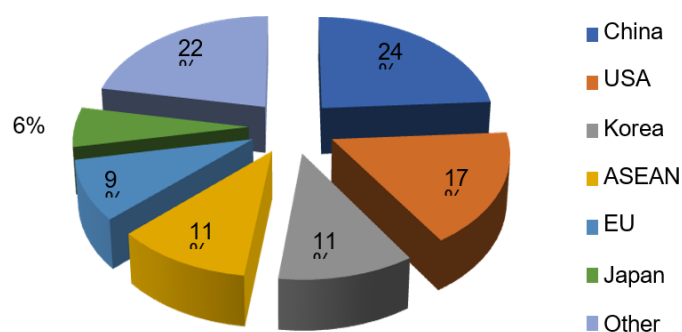


Figure 1. The proportion of Vietnam's exports to other countries in the period of 2018-2021.

The test results using the variance exaggeration factor (VIF) method are presented. Here we can conclude that the model's estimated effects are not affected by the current multicollinearity.

V. Conclusions

On the other hand, this study shows the sustainability of the research results when the representative variables are changed. It can be seen that this study is beneficial for Vietnamese exports in particular and foreign partners, businesses and related organizations in general.

Last but not least, more specific policies need to be proposed to improve the efficiency of logistics activities, thereby promoting foreign exchange and economic flourish of Vietnam.

In the Action Plan to improve competitiveness and develop Vietnam's logistics services by 2025, the Government sets a target that by 2025, the contribution of the logistics service industry to GDP will reach 8%-10%, service growth rate reaches 15%-

20%, logistics outsourcing rate reaches 50%-60%, logistics costs decrease to 16%-20% of GDP, ranked by national capacity index in logistics (LPI) in the world reached 50th and above.

Besides, focusing on attracting investment in logistics infrastructure development, building regional and international logistics centers, improving the efficiency of connection between Vietnam and other countries. Forming leading logistics service enterprises, able to compete in the domestic and international markets, and at the same time supporting the development of logistics service enterprises according to the modern and professional motto...

In order to realize the set goals, in the coming time, the policy will be perfected, promoting investment attraction in the field of logistics infrastructure; Strengthen cooperation with foreign partners to expand logistics infrastructure connection; Investing in expanding logistics infrastructure to connect Vietnam's ports with neighboring countries; Focus on calling for investment in building logistics centers of grade I in Hanoi and Ho Chi Minh City areas. Ho Chi Minh; Focus on calling for investment in building logistics centers of grade II in Lang Son, Lao Cai, Hai Phong, Da Nang, Quy Nhon, Can Tho;...

To encourage a number of industrial parks and export processing zones to build an industrial park model based on logistics; Deeply integrate logistics services with agricultural production, industry, import and export activities, domestic goods circulation and other service industries; supporting the building of strong logistics corporations, proceeding to overseas investment and exporting logistics services...

In order to develop the logistics service market, in the coming time, it will promote trade promotion for logistics services; Attracting goods from Laos, Cambodia, Thailand and South China to transport

through Vietnam to other countries and vice versa; Support to improve the efficiency of exploitation, marketing and expand the source of goods for Cai Mep - Thi Vai port cluster; Promoting the development of outsourcing logistics services...

(source: mof.gov.vn)

VI. Limitations and directions for future research

Therefore, future studies should continue to clarify which specific logistics criteria will impact Vietnam's international trade most for policymakers to refer to.

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