

THE ROLE OF THE EAST–WEST ECONOMIC CORRIDOR IN ENHANCING VIETNAM’S INTERNATIONAL TRADE

Thi Kim Oanh Le

Ural Federal University, B. N. Yeltsin, Yekaterinburg, Russia
kimoanh1557@gmail.com
ORCID: 0009-0008-0106-001X

Abstract: *The East–West Economic Corridor (EWEC) is one of the most important cross-border corridor initiatives in mainland Southeast Asia, but its contribution to Vietnam’s international trade remains conditional rather than automatic. This paper examines how EWEC can enhance Vietnam’s trade position and why its potential remains only partly realized. Using a conceptual and literature-based analytical review, the paper synthesizes research on economic corridors, trade facilitation, logistics, gateway development, and Vietnam’s trade strategy. It develops a Corridor-to-Trade Conversion framework to explain how physical connectivity may be translated into trade outcomes through four mechanisms: accessibility conversion, institutional conversion, gateway conversion, and territorial conversion. The analysis shows that EWEC can expand Vietnam’s market access, strengthen the gateway role of central Vietnam, and improve regional trade connectivity. However, incomplete trade facilitation, uneven logistics capability, port competition, and weak territorial embedding limit these gains. The paper argues that EWEC is more immediately relevant to trade expansion than to automatic trade upgrading. Its long-term value depends on corridor governance, logistics competence, stronger gateway functions, and more inclusive territorial development in central Vietnam..*

Key words: *East–West Economic Corridor, Vietnam, international trade, trade facilitation, logistics, gateway development, Greater Mekong Subregion, central Vietnam*

JEL classification: *F13, F15, O18, R11*

1. INTRODUCTION

Cross-border economic corridors have become an important instrument of regional integration in mainland Southeast Asia. Within the Greater Mekong Subregion (GMS), the East–West

Economic Corridor (EWEC) is one of the best-known corridor initiatives because it links the Andaman Sea and the South China Sea through Myanmar, Thailand, the Lao People’s Democratic Republic, and Vietnam (Asian Development Bank, 2018a, 2021). For Vietnam, EWEC is especially important because it places the country at the eastern maritime end of a transnational land corridor and gives central Vietnam a potential gateway role for inland areas of mainland Southeast Asia.

Yet a connected road is not the same thing as a functioning trade corridor. Banomyong, Sopadang and Ramingwong (2010) showed that the near-completion of EWEC’s physical infrastructure did not automatically generate seamless cross-border commerce because border procedures, service quality, and institutional coordination remained uneven. Truong and Liem (2009) reached a similar conclusion from a Vietnam perspective: although the Danang corridor could shorten routes and reduce travel time, its commercial attractiveness depended on total logistics costs rather than route length alone. Later research extended the argument by showing that corridor effects also operate through trade facilitation, gateway development, and spatial restructuring (Ambashi et al., 2020; Greve and Hansen, 2024; Leisz et al., 2016).

These debates matter because Vietnam’s development strategy has long relied on international integration, export growth, and deeper participation in regional and global production networks.

Deprez (2018) argues that Vietnam’s trade integration has been pursued as a strategic state project rather than as a passive response to globalization. In this context, EWEC should not be treated simply as a regional road project. It should be examined as a mechanism that may expand the trade geography of central Vietnam, reinforce gateway functions, and improve access to inland regional markets.

At the same time, the corridor should not be romanticized. The literature suggests a persistent gap between corridor potential and corridor performance. Infrastructure has improved, but the transition from a transport corridor to a trade corridor remains incomplete. The benefits of connectivity are also unevenly distributed across territories and social groups, and expanding corridor flows may intensify ecological and livelihood pressures along the route (Bui Duc Tinh and Dao Duy Minh, 2019; Leisz et al., 2016). An analytically useful account therefore needs to explain both the corridor's trade-enhancing role and the conditions that prevent that role from being fully realized.

This paper addresses three questions. First, through what mechanisms can EWEC enhance Vietnam's international trade? Second, why does the corridor's trade potential remain under-realized in practice? Third, what does EWEC imply for Vietnam's longer-term ambition to move from trade expansion to higher-value trade upgrading? The paper recenters EWEC analysis on Vietnam, proposes a Corridor-to-Trade Conversion framework, and combines a positive account of trade enhancement with a critical discussion of governance bottlenecks and uneven territorial outcomes.

2. RESEARCH GOAL, METHOD AND ANALYTICAL PROPOSITIONS

The goal of the research is to explain how EWEC can influence Vietnam's international trade and to identify the conditions under which improved connectivity is translated into stronger commercial outcomes. Because the paper addresses a mechanism-oriented question rather than estimating a single numerical effect, it adopts a conceptual and literature-based analytical approach. The purpose of the paper is therefore not to estimate the causal effect of EWEC on Vietnam's trade volume, but to develop a mechanism-based explanation of how corridor connectivity may be converted into trade outcomes under specific institutional, logistics, gateway, and territorial conditions.

Methodologically, the paper synthesizes several bodies of research that are often discussed separately: corridor studies, trade facilitation and logistics, gateway development, and Vietnam's trade strategy. The analytical value of this approach lies in integrating fragmented evidence into one interpretable framework centered on Vietnam's trade position. The paper therefore treats published studies and policy reports as evidence for identifying mechanisms, constraints, and strategic implications. This design makes the article a mechanism-oriented review rather than an

econometric evaluation, and it is appropriate for clarifying how different types of corridor-related evidence can be connected in a Vietnam-centered interpretation.

Three analytical propositions guide the analysis. Proposition 1: EWEC enhances trade primarily when physical connectivity is converted into lower institutional and logistics frictions. Proposition 2: EWEC is more immediately relevant to trade connectivity and market access than to automatic trade upgrading. Proposition 3: Without stronger gateway capability and better territorial embedding, the corridor's commercial gains remain partial and uneven.

3. LITERATURE REVIEW AND ANALYTICAL FRAMEWORK

The literature on economic corridors has gradually moved beyond a narrow infrastructure-centered view. Nemoto (2009) argued that international freight infrastructure should be assessed against the logistics requirements of firms and supply chains rather than construction completion alone. Banomyong, Sopadang and Ramingwong (2010) applied this logic to EWEC and showed that although physical links were approaching completion, integration remained constrained by weak border procedures, fragmented service provision, and limited institutional support. A similar argument appears in the Asian Development Bank's regional work, which treats GMS corridors as evolving regional networks whose effectiveness depends on nodes, flows, and cross-border linkages rather than on road segments in isolation (Asian Development Bank, 2018a).

A second strand of literature emphasizes trade facilitation and institutional efficiency. Ambashi et al. (2020) show that infrastructure development, trade facilitation, and industrialization in the Mekong region are mutually reinforcing. The same logic appears in the GMS Transport Sector Strategy 2030 and the GMS Strategic Framework 2030, which stress seamless connectivity, coordinated implementation, and logistics integration (Asian Development Bank, 2018b, 2021). For Vietnam, recent empirical work also shows that customs efficiency, logistics quality, timeliness, and tracking capability are positively associated with export performance (Doan and Vu, 2024; Vu, 2025).

A third strand concerns Vietnam's trade strategy and gateway logic. Deprez (2018) places trade integration within Vietnam's broader state strategy. World Bank (2019a) links trade competitiveness to value-chain connectivity and gateway performance, while World Bank (2024) argues that Vietnam's future challenge is not

simply to trade more, but to trade up. Greve and Hansen (2024) and Quach et al. (2024) add that advanced logistics services and port efficiency are productive assets in their own right. Together, these studies imply that EWEC matters to Vietnam not only because it shortens routes, but because it may reposition central Vietnam within wider regional and maritime trade networks.

Building on this literature, the paper proposes a Corridor-to-Trade Conversion (CTC) framework. In this framework, physical connectivity is the input, but trade outcomes depend on four conversion mechanisms: accessibility conversion,

institutional conversion, gateway conversion, and territorial conversion. The framework also distinguishes between two outcome levels. The first is trade expansion, which includes wider market access, lower frictions, and more reliable movement. The second is trade upgrading, which refers to stronger domestic value capture, more sophisticated trade structures, and deeper local participation in regional production networks. The framework assumes that trade upgrading is more demanding than trade expansion and depends on stronger institutions, more capable gateway services, and greater productive capacity.

Table 1. Corridor-to-Trade Conversion framework for analyzing EWEC and Vietnam’s trade outcomes

Dimension	How connectivity is converted	Immediate trade implication	Upgrading relevance	Main risk if conversion is weak
Physical connectivity (input)	Route continuity improves travel time and access between central Vietnam and inland mainland Southeast Asia.	Creates the enabling condition for wider movement and market reach.	Does not upgrade trade structure by itself.	Benefits remain shallow if later conversion stages fail.
Accessibility conversion	Lower travel time and better route continuity make overland exchange more feasible.	Supports trade expansion through faster and more reliable cargo movement.	Limited direct upgrading effect unless linked to stronger services and firms.	Savings are eroded by delays, handling costs, and poor interfaces.
Institutional conversion	Customs modernization, border coordination, transparency, and release efficiency lower transaction costs.	Strengthens predictability and reduces non-physical trade frictions.	Improves the business environment for deeper value-chain participation.	Fragmented implementation weakens corridor value.
Gateway conversion	Inland corridor flows are translated into port access, shipping services, warehousing, and logistics coordination.	Connects inland cargo to external markets through commercially viable gateways.	Can support higher-value integration when port and logistics services are capable.	Port inefficiency and weak service quality reduce corridor capture.
Territorial conversion	Border zones, corridor cities, and service clusters become more deeply embedded in exchange networks.	Supports trade-supporting services, clustering, and border commercial activity.	May assist upgrading when productive capacity and complementary investment are present.	Benefits may remain uneven and may create social or ecological pressure.

Source: Author

Note. Trade expansion and trade upgrading are relevant to trade connectivity than to automatic analytically distinct. EWEC is more immediately upgrading.

The conceptual argument can be strengthened by situating the CTC framework in a small number of recent indicators. These indicators are not used as causal estimates of EWEC’s effect. Instead, they provide basic quantitative context on Vietnam’s

trade scale, logistics conditions, trade-facilitation environment, and gateway capacity, which are the empirical domains through which the proposed conversion mechanisms would operate

Table 2. Illustrative quantitative context for Vietnam’s trade and EWEC’s conversion mechanisms

Indicator	Recent value/evidence	CTC mechanism linked	Interpretation for EWEC
National trade openness	Trade in goods and services equaled around 165% of GDP in 2023 (World Bank, 2025).	Overall corridor-to-trade relevance	Vietnam’s trade-oriented structure makes reductions in transport, border, and logistics frictions economically meaningful.
Merchandise trade scale	In 2024, merchandise exports reached USD 405.53 billion and imports reached USD 380.76 billion, generating a goods trade surplus of USD 24.77 billion (National Statistics Office of Viet Nam, 2025).	Trade expansion and market access	The large scale of merchandise exchange reinforces the need to evaluate EWEC as part of Vietnam’s wider trade architecture rather than as a local transport project.
Logistics performance	Vietnam’s 2023 Logistics Performance Index score was 3.3, with a global position of 43rd (World Bank, 2023).	Institutional and logistics conversion	The indicator supports the argument that corridor value depends on customs efficiency, logistics competence, tracking, and timeliness, not only road continuity.
Da Nang gateway capacity	Da Nang Port handled 14.03 million tons of cargo and 762,191 TEUs of container cargo in 2024 (Da Nang Port Joint Stock Company, 2025).	Gateway conversion	The port provides a concrete gateway base for EWEC, but the size of this base also shows why service quality and route competitiveness remain decisive.
Trade-facilitation reform domain	OECD trade facilitation indicators emphasize information availability, automation, streamlining of border processes, and domestic and cross-border agency cooperation as key reform areas (OECD, 2025a).	Institutional conversion	These reform domains align with the paper’s claim that the corridor’s trade value depends on governance and procedure quality as much as physical connectivity.

Source: Author

Note. The indicators are used as contextual evidence rather than as causal estimates of EWEC’s impact.

They indicate the empirical domains in which the CTC framework could be tested more directly in future research.

4. ANALYTICAL DISCUSSION

The analytical review suggests that EWEC is strategically important to Vietnam because it gives

the country a role that is qualitatively different from that of a transit segment. Through the Lao Bao–Dong Ha–Da Nang axis, central Vietnam can connect inland production and consumption areas in the Lao People’s Democratic Republic and northeastern Thailand to the South China Sea. This extends the effective hinterland of central Vietnam beyond the national border and gives Da Nang a plausible eastern-gateway role. Historically, Vietnam’s strongest international trade gateways

have been concentrated in the north and south; EWEC therefore matters because it can reduce the relative peripheral status of the central region and broaden Vietnam’s trade architecture (World Bank, 2019a).

The first conversion mechanism is accessibility. EWEC reduces travel time and improves route continuity between central Vietnam and inland mainland Southeast Asia. Banomyong, Sopadang and Ramingwong (2010) argue that faster movement lowers one of the most basic obstacles to cross-border exchange. Truong and Liem (2009) show that the Danang–Mukdahan route offers meaningful time and distance advantages. These gains matter because they widen the set of commercially feasible routes available to traders. However, accessibility is only a necessary condition. When port charges, delays, and documentation burdens remain high, the value created by shorter routes can be dissipated.

The second mechanism is institutional conversion. In many cross-border settings, time and cost are determined as much by customs, inspections, permits, and coordination failures as by physical transport conditions. Ambashi et al. (2020) therefore argue that infrastructure and trade facilitation must advance together. This is highly relevant for EWEC. The corridor can function as a trade-enhancing route only when border procedures become faster, more predictable, and less fragmented. Vietnam-specific evidence supports this claim: Doan and Vu (2024) and Vu (2025) find that customs efficiency, logistics quality, timeliness, and tracking capability are strongly associated with export performance. The institutional value of EWEC therefore lies in its potential to become a better-governed route, not merely a shorter one.

The third mechanism is gateway conversion. A corridor can generate trade benefits when inland flows are translated into port access, shipping services, warehousing, and logistics coordination. In Vietnam’s case, Da Nang is the critical node. World Bank (2019a) argues that trade

competitiveness depends on how effectively production systems connect to gateways and logistics services. Greve and Hansen (2024) further show that advanced shipping and logistics services can contribute directly to export-oriented development. Quach et al. (2024) likewise demonstrate that port competition and efficiency shape gateway performance in Vietnam. EWEC can therefore strengthen Vietnam’s trade position only if Da Nang and its surrounding logistics ecosystem function as a commercially credible port-service platform.

The fourth mechanism is territorial conversion. Corridors can support trade when border zones, corridor cities, and service clusters become more deeply embedded in exchange networks. ADB’s corridor research emphasizes that effective corridors depend on nodes as much as on links (Asian Development Bank, 2018a; Chongvilaivan, 2016). For Vietnam, this means that border crossings such as Lao Bao and urban-port nodes such as Da Nang must be complemented by warehousing, freight forwarding, distribution, and other trade-supporting activities. Leisz et al. (2016) document land-use and cross-border spatial change, while Bui Duc Tinh and Dao Duy Minh (2019) show that better market access can alter local livelihoods. These findings suggest that trade is sustained not only by ports and firms, but also by the territorial spaces through which goods, labor, and services circulate.

At the same time, the review identifies a clear limit. EWEC is more likely to affect how Vietnam trades than to determine what kind of trade structure Vietnam ultimately achieves. Trade expansion and trade upgrading are therefore not the same outcome. The corridor can widen access, improve reliability, and strengthen the strategic role of central Vietnam. But higher domestic value capture and deeper local participation in regional production networks require complementary investment in firms, logistics services, institutions, and productive capacity (Truong Quang Hoan, 2024; World Bank, 2024).

Table 3. Representative literature used in the Vietnam-centered interpretation of EWEC

Study	Primary focus	Type of evidence	Core finding used here	Role in this paper
Banomyong, Sopadang and Ramingwong (2010)	EWEC logistics benchmarking	Corridor logistics assessment	Physical completion did not eliminate border and service bottlenecks.	Anchors the claim that infrastructure alone does not create a trade corridor.
Truong and Liem (2009)	Vietnam perspective on	Route comparison	The Danang corridor offers time and distance	Supports the discussion of

Study	Primary focus	Type of evidence	Core finding used here	Role in this paper
	EWEC logistics	and corridor analysis	advantages, but cost competitiveness depends on total chain performance.	accessibility and gateway relevance.
Deprez (2018)	Vietnam's trade integration strategy	Political economy analysis	Trade integration has been pursued as a strategic state project.	Places EWEC within Vietnam's national trade strategy.
Ambashi et al. (2020)	Infrastructure, facilitation, and industrialization	Regional policy analysis	Roads, facilitation, and industrial development are mutually reinforcing.	Supports the institutional conversion mechanism.
Doan and Vu (2024); Vu (2025)	Logistics performance and Vietnam's exports	Export econometrics	Customs efficiency, logistics quality, and timeliness are positively associated with exports.	Provides recent Vietnam-specific support for institutional and service mechanisms.
Greve and Hansen (2024); Quach et al. (2024)	Logistics services and port efficiency in Vietnam	Case study and port-system analysis	Gateway performance depends on advanced logistics services and competitive port capability.	Strengthens the argument that Da Nang's role is conditional on service quality.
Leisz et al. (2016); Bui Duc Tinh and Dao Duy Minh (2019)	Spatial change and livelihood effects	Spatial analysis and livelihood study	EWEC reshapes territorial relations and produces uneven local outcomes.	Supports the territorial mechanism and the corridor paradox.
World Bank (2019a, 2024)	Trade competitiveness and upgrading	Strategic policy reports	Vietnam must connect value chains more effectively and trade up rather than simply trade more.	Helps distinguish trade expansion from trade upgrading.

Source: Author

Note. The table summarizes the studies most central to the paper's argument and is not intended as an exhaustive review of the full EWEC literature.

5. CONSTRAINTS, THE CORRIDOR PARADOX, AND CONCLUSION

The literature also shows why EWEC's trade potential remains under-realized. The first problem is sequencing. The first generation of corridor constraints concerns physical discontinuity and transport time; the second concerns trade facilitation, service reliability, and institutional coordination. Once basic connectivity improves, the most important bottlenecks often shift from engineering problems to administrative and

commercial ones. This sequencing explains why corridor progress can coexist with commercial underperformance.

A second problem is incomplete trade facilitation and uneven logistics capability. Procedures may still involve duplication, inconsistent enforcement, weak interoperability, or poor information sharing. Corridor performance also depends on trucking services, warehousing, customs brokerage, and digital coordination. Where these capabilities are weak, the gains created by improved road infrastructure are diluted. A third problem concerns gateway competition. Da Nang cannot rely on corridor geography alone; it must compete with alternative gateways and routes on efficiency, service quality, and reliability (Quach et al., 2024).

A fourth problem is uneven territorial outcomes. Better connectivity may improve market access for some groups while increasing pressure on land, forests, and vulnerable communities (Bui Duc Tinh and Dao Duy Minh, 2019; Leisz et al., 2016).

These constraints produce the corridor paradox. EWEC is strategically valuable precisely because it improves connectivity and widens Vietnam's trade options. Yet the closer the corridor comes to physical completion, the more visible the decisive non-physical constraints become. In other words, connectivity success reveals governance weakness. This paradox helps explain why corridor optimism is misleading, but also why corridor skepticism is incomplete. EWEC has already changed Vietnam's trade geography by strengthening the strategic relevance of central Vietnam and by widening the set of plausible cross-border linkages. Its largest dividends, however, depend on whether connectivity can be converted into institutional efficiency, gateway competitiveness, and locally embedded commercial capability.

Three policy implications follow. First, corridor policy should move from road building to corridor governance, especially border simplification, coordinated inspection, digital procedures, and implementation consistency. Second, Vietnam should strengthen the Da Nang–Lao Bao–central Vietnam axis as an integrated gateway system rather than as separate infrastructure segments. Third, corridor development should be linked to inclusive and sustainable territorial policy so that local benefits are broader and resource pressures are better managed.

This paper has several limitations. Its conceptual and synthetic design does not provide a direct econometric estimate of EWEC's causal impact on Vietnam's trade flows, nor does it measure corridor-specific firm-level responses. The quantitative indicators added above should therefore be read as contextual evidence rather than as empirical validation of the framework. Future research could test the CTC framework using corridor-level trade data, customs clearance time, firm-level logistics costs, port throughput, transport-time observations, and quasi-experimental designs that compare regions more and less exposed to EWEC-related infrastructure and facilitation reforms.

In conclusion, EWEC should be understood as an evolving trade-governance space rather than as a simple line of transport infrastructure. It matters to Vietnam because it can connect central Vietnam more effectively to inland Southeast Asia, reinforce gateway functions, and support a broader shift from trade expansion toward more diversified and potentially higher-value integration. Yet this

outcome is conditional. The future contribution of EWEC will depend on whether Vietnam and its regional partners can convert physical connectivity into institutional efficiency, logistics competence, gateway competitiveness, and sustainable territorial coordination.

REFERENCES

- [1] Ambashi, M., Buban, S., Phoumin, H., and Shrestha, R. (2020). Infrastructure development, trade facilitation, and industrialization in the Mekong region. In F. Kimura (Ed.), *Subregional development strategy in ASEAN after COVID-19: Inclusiveness and sustainability in the Mekong subregion* (pp. BP24-BP41). Jakarta: Economic Research Institute for ASEAN and East Asia.
- [2] Asian Development Bank. (2018a). *Review of configuration of the Greater Mekong Subregion economic corridors*. Manila: Asian Development Bank.
- [3] Asian Development Bank. (2018b). *Greater Mekong Subregion transport sector strategy 2030*. Manila: Asian Development Bank.
- [4] Asian Development Bank. (2021). *Greater Mekong Subregion economic cooperation program strategic framework 2030*. Manila: Asian Development Bank.
- [5] Banomyong, R., Sopadang, A., and Ramingwong, S. (2010). Logistics benchmark study of the East West Economic Corridor. *Business Management Quarterly Review*, 1(2), 1-12.
- [6] Bui Duc Tinh, and Dao Duy Minh. (2019). Impacts of the East-West Economic Corridor on forest-dependent livelihoods in Vietnam, Laos and Thailand. In L. V. Phu, N. V. Giap, L. T. Q. Tram, C. T. Hoanh, and M. McPherson (Eds.), *Resource governance, agriculture and sustainable livelihoods in the Lower Mekong Basin* (pp. 305-328). Penang: Strategic Information and Research Development Centre.
- [7] Chongvilaivan, A. (2016). *The role of special economic zones in improving effectiveness of Greater Mekong Subregion economic corridors*. Manila: Asian Development Bank.
- [8] Da Nang Port Joint Stock Company. (2025). *Annual report 2024*. Da Nang: Da Nang Port Joint Stock Company.
- [9] Deprez, S. (2018). The strategic vision behind Vietnam's international trade integration. *Journal of Current Southeast Asian Affairs*, 37(2), 3-38.

- [10] Doan, T. H., and Vu, L. H. (2024). Effects of logistics performance on Vietnam's exports: A quantitative analysis using the PPML method. *Journal of International Economics and Management*, 24(1), 1-16.
- [11] Greve, M., and Hansen, M. W. (2024). The role of shipping and logistics MNCs in economic development: A case study of how Maersk contributed to Vietnam's ascendance to an export-oriented economy. *Journal of Shipping and Trade*, 9, Article 4.
- [12] Leisz, S. J., Rounds, E., Ngo, T. A., Nguyen, T. B. Y., Tran, N. B., Douangphachanh, S., and Ninchaleune, B. (2016). Telecouplings in the East-West Economic Corridor within borders and across. *Remote Sensing*, 8(12), Article 1012.
- [13] National Statistics Office of Viet Nam. (2025). Socio-economic situation in the fourth quarter and 2024. Hanoi: National Statistics Office of Viet Nam.
- [14] Nemoto, T. (2009). Planning framework for international freight transportation infrastructure: A case study on the East-West Economic Corridor in the Greater Mekong Subregion. *Asian Transport Studies*, 25(2), 253-271.
- [15] Organisation for Economic Co-operation and Development. (2025a). OECD trade facilitation indicators 2025: Monitoring policies up to 2025. Paris: OECD Publishing.
- [16] Quach, H. T., Tran, T. D., Nguyen, K. N., and Le, P. T. (2024). The dynamics of port competition and efficiency in Vietnam amidst COVID-19: A decadal analysis. *Acta Logistica*, 11(1), 149-160.
- [17] Truong, H. T., and Liem, N. T. (2009). Transport and logistics development of the East-West Economic Corridor: A Vietnam perspective. In *Proceedings of the 1st International Conference on Logistics and Transport* (pp. 117-126).
- [18] Truong Quang Hoan. (2024). Vietnam's participation in global value chains: Achievements, challenges and policy implications. In D. Large, J. D. London, and L. H. Pham (Eds.), *The dragon's underbelly: Dynamics and dilemmas in Vietnam's economy and politics*. Cambridge: Cambridge University Press.
- [19] Vu, L. H. (2025). Impacts of logistics on Vietnam's exports: A stochastic frontier gravity analysis. *Science & Technology Development Journal: Economics - Law and Management*, 9(2), 6133-6143.
- [20] World Bank. (2019a). Vietnam: Connecting value chains for trade competitiveness. Washington, DC: World Bank.
- [21] World Bank. (2019b). Vietnam development report 2019: Connecting Vietnam for growth and shared prosperity. Washington, DC: World Bank.
- [22] World Bank. (2023). Logistics Performance Index 2023. Washington, DC: World Bank.
- [23] World Bank. (2024). Viet Nam 2045: Trading up in a changing world. Washington, DC: World Bank.
- [24] World Bank. (2025). World Development Indicators: Trade (% of GDP)—Viet Nam. Washington, DC: World Bank



This work is licensed under the Creative Commons Attribution-NonCommercial-ShareAlike 4.0 International License