

CHAPTER 1



Contributed by the World Trade Organization

INTRODUCTION

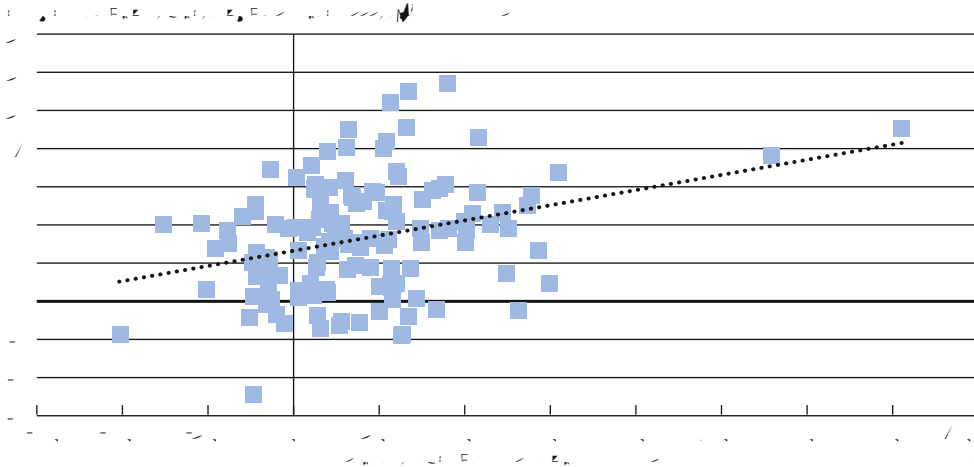
Financial inclusion is a key driver of economic growth and development, particularly in emerging markets. It enables individuals and businesses to access financial services, such as savings, credit, and insurance, which can improve their financial well-being and productivity. In Bhutan, financial inclusion has been a priority for the government, with the aim of increasing the number of people with access to basic financial services. This report explores the current state of financial inclusion in Bhutan, identifies the challenges, and proposes strategies to improve it.

The following table shows the percentage of the population with access to basic financial services in Bhutan, based on the 2017 Financial Inclusion Survey (FIS) data.

Source: [Financial Inclusion Survey \(FIS\) 2017](#)

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Figure 1.4 Correlation between improvement in logistics performance and GDP growth rate



Source: World Economic Outlook 2019, Chapter 2, Figure 2.10

Figure 1.5 What contribution can reducing trade costs make to the target of inclusive, sustainable growth?

WHAT ARE TRADE COSTS?

Trade costs are the costs of shipping goods across international borders. They are a type of trade barrier that reduces the volume of trade and the welfare of countries. Trade costs are often measured as a percentage of the value of goods traded. They can be caused by a variety of factors, including transportation costs, customs duties, and administrative costs. Trade costs are particularly important for developing countries, which often have higher trade costs than developed countries. This is because developing countries often have less developed infrastructure, which makes it more expensive to transport goods. Additionally, developing countries often have higher customs duties and administrative costs. Trade costs can also be caused by trade agreements that include trade costs. For example, the World Trade Organization (WTO) has a trade costs agreement that requires member countries to reduce trade costs. This agreement has been successful in reducing trade costs for many countries, but it has also been criticized for being too weak. Trade costs are a complex issue that affects the welfare of many countries. It is important to understand the causes of trade costs and to find ways to reduce them.

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BOX 1.4 The Pacific agreement on closer economic relations (PACER) plans

The Pacific Agreement on Closer Economic Relations (PACER) is a trade agreement between the Pacific Rim countries of Australia, Brunei Darussalam, Chile, Hong Kong, Indonesia, Japan, Korea, Malaysia, Mexico, New Zealand, Papua New Guinea, Singapore, Taiwan, Thailand, and the United States. The agreement is designed to reduce trade barriers and promote economic growth in the Pacific region. It covers a wide range of issues, including trade in goods, services, and investment. The agreement is expected to be signed in 2005 and will take effect in 2006. The agreement is a landmark event in the Pacific region, as it is the first trade agreement to be signed by all the Pacific Rim countries. The agreement is expected to have a significant impact on the Pacific region, as it will reduce trade barriers and promote economic growth. The agreement is also expected to have a significant impact on the world economy, as it will increase trade and investment between the Pacific Rim countries and the rest of the world.

Source: <http://www.pacificalliance.org/>

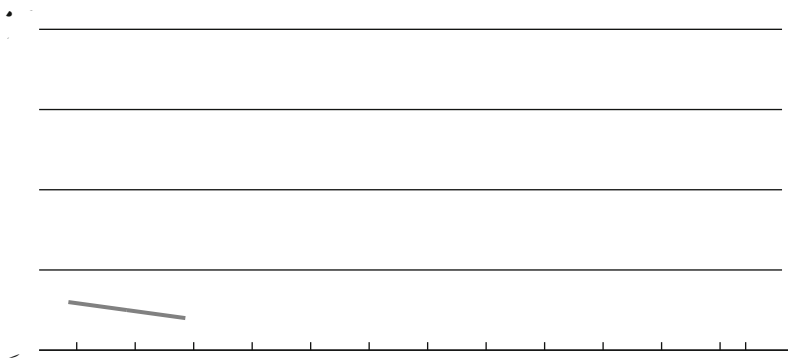
Figure 16.6 illustrates the types of trade costs in goods markets. The figure shows that trade costs are composed of three main components: transportation costs, information costs, and transaction costs. Transportation costs are the most significant component, accounting for approximately 40% of total trade costs. Information costs account for approximately 20%, and transaction costs account for approximately 40%. The figure also shows that trade costs are highest for low-value goods and lowest for high-value goods. This is because transportation costs are a larger proportion of the total value of low-value goods, while information and transaction costs are a smaller proportion.

Figure 16.6 Types of trade costs in goods markets

Source: <http://www.wto.org/>

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Figure 1.7 Changes in road governance conditions 2010-2013 in West Africa



Source: [Illegible text]

一、引言
 随着互联网技术的飞速发展，人们的生活方式和思维方式发生了深刻的变化。特别是在疫情期间，线上办公、线上教育、线上购物等成为主流。然而，线上办公也带来了新的挑战，如信息过载、沟通不畅、工作效率下降等。因此，如何有效利用线上办公工具，提高办公效率，成为企业和个人关注的焦点。本文旨在探讨线上办公的利弊，并提出相应的应对策略。

二、线上办公的优势
 1. 提高工作效率：线上办公可以打破时间和空间的限制，让员工随时随地处理工作事务，从而提高工作效率。
 2. 降低办公成本：线上办公可以减少纸张、打印、差旅等费用，降低企业的运营成本。
 3. 促进团队协作：通过线上会议、即时通讯等工具，员工可以更方便地进行沟通和协作，增强团队凝聚力。

三、线上办公的挑战
 1. 信息过载：线上办公工具提供了大量的信息，但如何筛选和整合这些信息，避免信息过载，成为一大挑战。
 2. 沟通不畅：线上沟通缺乏面对面交流的情感交流，容易导致沟通不畅和误解。
 3. 工作效率下降：长时间的线上办公容易导致员工注意力分散，工作效率下降。

四、应对策略
 1. 合理分工：明确员工的岗位职责，合理分工，确保工作的高效完成。
 2. 加强沟通：通过线上会议、即时通讯等工具，加强员工之间的沟通，及时解决工作中遇到的问题。
 3. 提高自律性：员工应提高自律性，合理安排工作时间，避免长时间线上办公带来的疲劳。

五、结论
 线上办公作为一种新型的办公方式，具有提高工作效率、降低办公成本、促进团队协作等优势。但同时，也存在信息过载、沟通不畅、工作效率下降等挑战。企业和个人应充分认识线上办公的利弊，采取相应的应对策略，充分发挥线上办公的优势，提高办公效率。

The first part of the chapter discusses the effects of trade liberalization on the welfare of a country. It starts by considering the effects of trade liberalization on a small country. In this case, the country is a price taker in the world market. The effects of trade liberalization are analyzed in terms of changes in the price of exports and imports, and the resulting changes in the quantity of exports and imports. The chapter then discusses the effects of trade liberalization on a large country. In this case, the country has market power in the world market. The effects of trade liberalization are analyzed in terms of changes in the price of exports and imports, and the resulting changes in the quantity of exports and imports.

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Services policies also affect trade costs

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Moreover, the fact that the EU has a common trade policy (Article 207 of the Treaty) is also an important element to consider. The EU has a common trade policy, which means that the EU negotiates trade agreements with other countries and regions. This is done through the European Commission, which represents the EU in trade negotiations. The EU's common trade policy is a key element of its economic policy, as it helps to reduce trade costs and increase trade flows.

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Figure 1.12 Partial typology of policy measures affecting trade costs in services, according to the GATS mode of supply

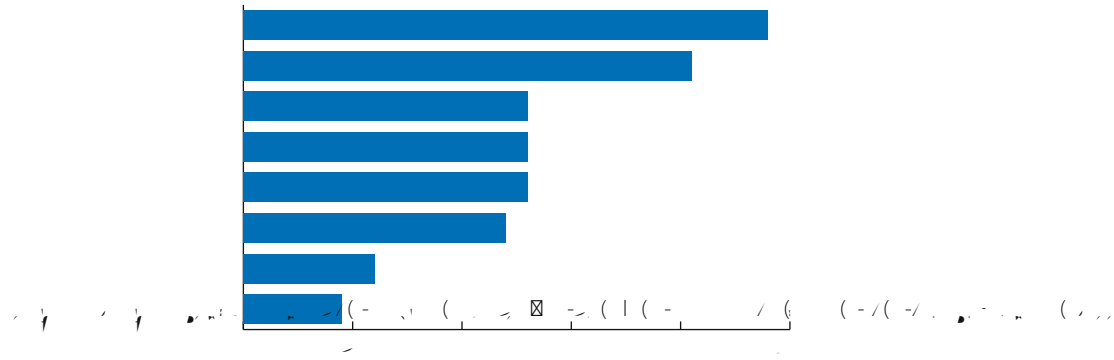


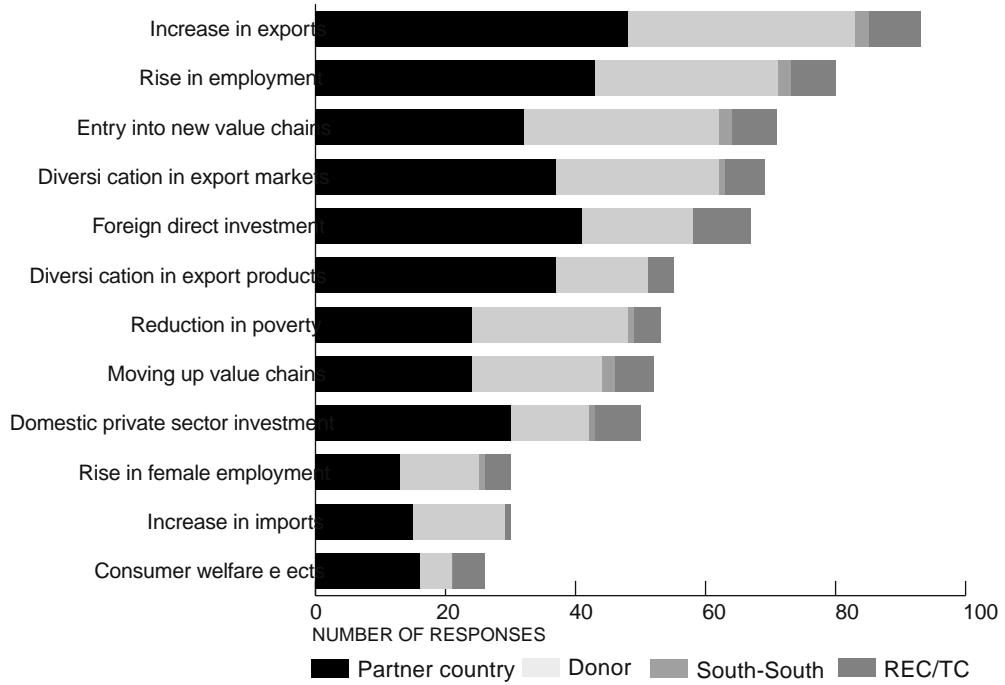
Source: [https://doi.org/10.1007/978-94-007-5488-8_12](#)

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Figure 1.13 Importance of trade cost sources (services): partner country view

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Final Review

