ERIA Discussion Paper Series

No. 445

Traditional Services Trade in the Regional Comprehensive Economic Partnership

Zhang YAN[1]
Central University of Finance and Economics, China

Shandre Mugan THANGAVELU
Jeffrey Cheah Institute for Southeast Asia, Sunway University, Malaysia and The University of Adelaide, Australia

September 2022

Abstract: *Traditional services trade (TST), including tourism and transport services, is the basic and key component of services trade in the Regional Comprehensive Economic Partnership (RCEP). The implementation of RCEP will provide a platform for further liberalisation in TST, thus effectively promoting the growth of the whole service trade and the development of the travel and transportation industry. In this paper we will first show the trade pattern of TST in RCEP. Then, the commitments by each RCEP member will be thoroughly analysed, and the Hoekman index will be constructed to measure the liberalisation levels for the RCEP members. In the last section, we outline some impacts of the COVID-19 pandemic on TST and propose policy implications for RCEP in the post pandemic era.*

Keywords: Traditional Services Trade; Travel, Transport, RCEP
JEL Classification: F13; F15

[1] Corresponding author email: leaflucy@sina.com

1. The Trade Pattern of Traditional Services Trade in RCEP

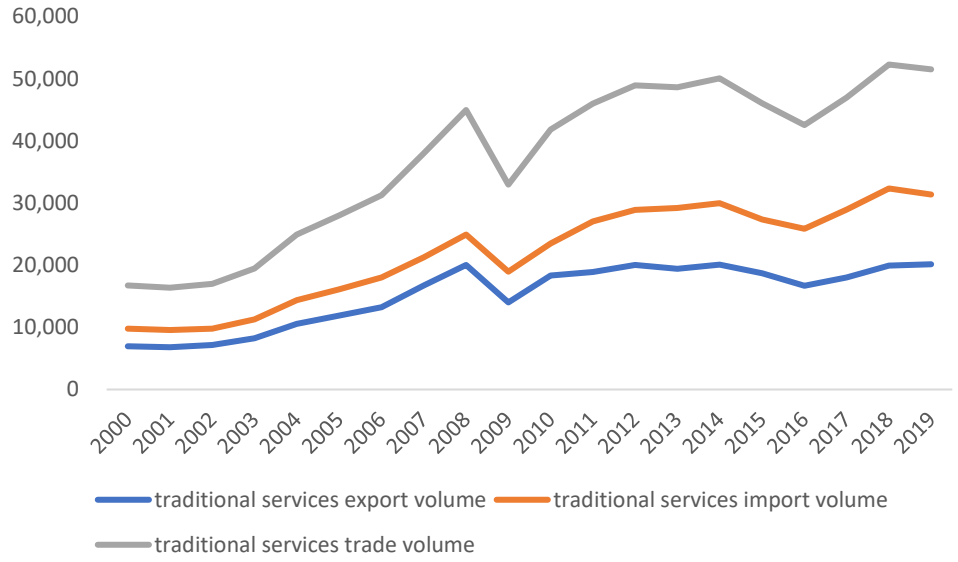
Traditional services trade (TST), including tourism and transport services, is the basic and key component of services trade in the Regional Comprehensive Economic Partnership (RCEP). The share of traditional services trade to total cross-border services trade is approximately 20% to 30%, and the RCEP member countries account for more than 20% of traditional services trade in the world. However, due to the effects of the novel coronavirus disease (COVID-19) pandemic shock in early 2020, the labour movement industries such as traditional services trade have experienced a sharp decline and collapse of economic activities. The implementation of RCEP will provide a platform for mitigating the decline and provide a framework for the recovery of the traditional services, thus effectively promoting the growth of the whole services trade and the development of the travel and transportation industry. In this paper, we will first show the trade pattern of TST in the RCEP member countries. We will examine the commitments by each RCEP member country using the key trends. We will also construct the Hoekman index to measure the liberalisation levels for the RCEP member countries. In the last section, we will provide policy discussions on the impacts of the COVID-19 pandemic on TST and policies for recovery of traditional services in East Asia and the RCEP member countries.

1.1. Trend of TST in RCEP

The TST value in the RCEP member countries increased dramatically by more than three times, from $16,755.2 billion in 2000 to $51,495.06 billion in 2019. However, we observe that the growth rate of traditional services slowed after the global financial crisis in 2008. In 2009, both exports and imports of TST collapsed, and the trend of the growth rate stagnated at a relatively low level or even remained negative in 2015 and 2016. Figures 1 and 2 presents the key trends for TST volume

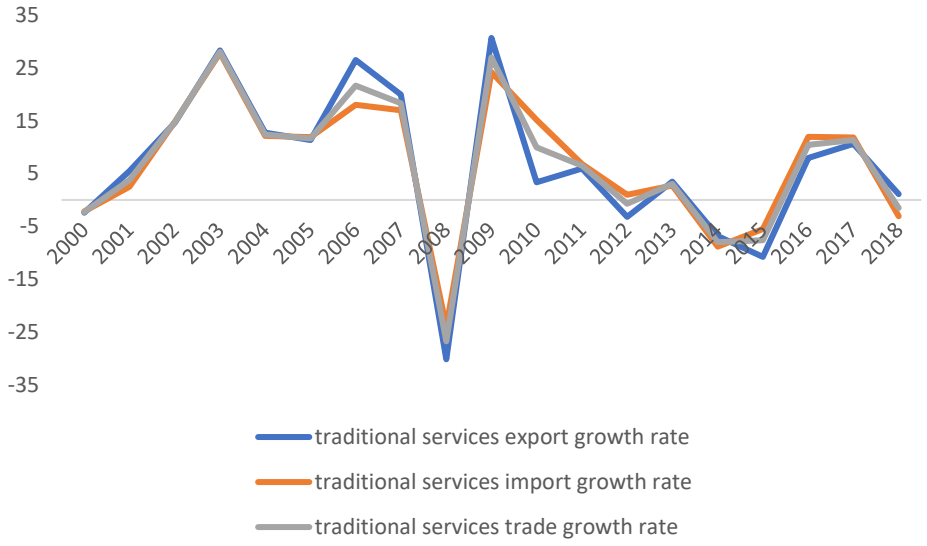
and growth rate, respectively.

Figure 1: Volume of TST in RCEP Countries ($ billion)



Source: World Development Indicators (WDI) Database.

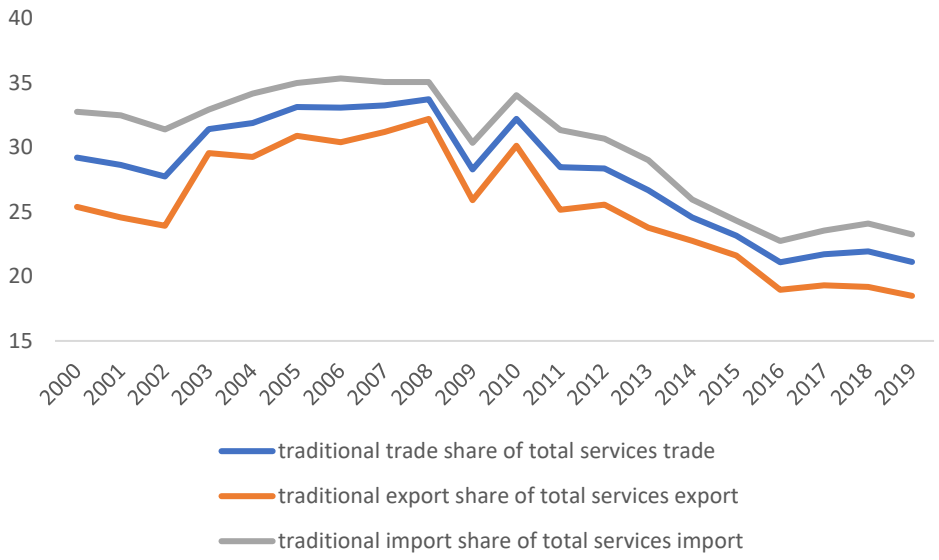
Figure 2: Growth Rate of TST in RCEP Countries (%)



Source: WDI Database.

It is clear from Figures 1 and 2 that TST accounts for approximately 17% to 35% of the total services trade of the RCEP member countries. The TST share experienced a decreasing trend over the past 2 decades. From 2002 to 2008, the share of TST to total services trade grew steadily and reached a peak in 2008. Since 2009, the TST growth rate has turned negative and continued to decrease in the subsequent years. In 2019, the share of TST in services trade declined to only 23.2%, even lower than the level in 2000. Figures 3 and 4 shows the share of TST in the services trade of RCEP and its growth rate.

Figure 3: Share of TST in Total Services Trade of RCEP (%)



Source: WDI Database.

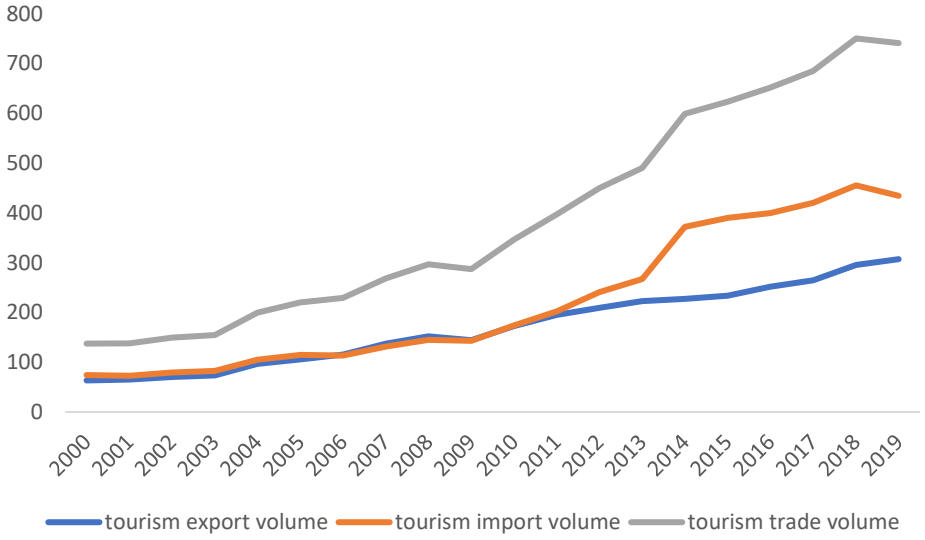
Figure 4: Growth Rate of the Share of TST in Services Trade of RCEP (%)

Source: WDI Database.

1.2. Growth of Tourism Trade

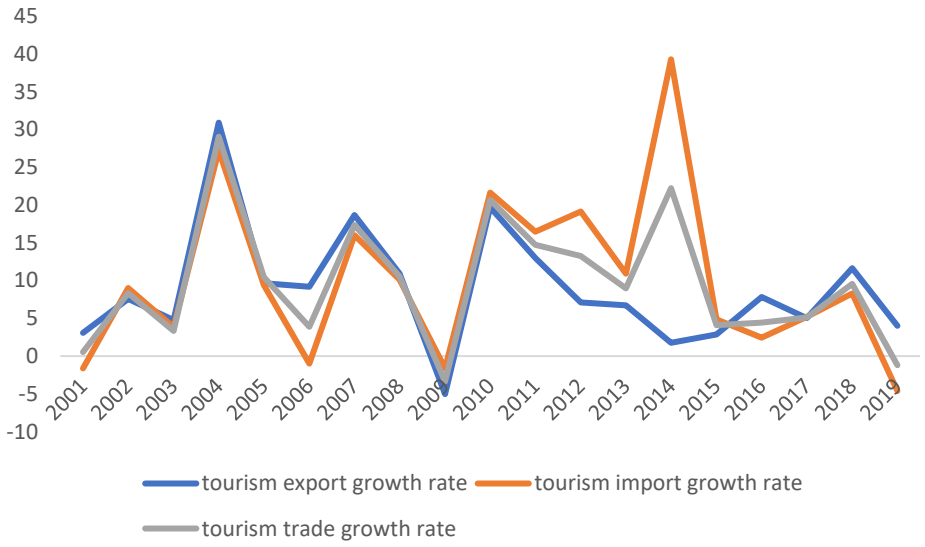
Tourism is an important component of TST and critical for the growth recovery of the RCEP member countries. Figure 5 shows the key trends, and Figure 6 shows the growth rate for tourism trade in RCEP. The tourism trade in RCEP experienced fast growth in past 2 decades due to greater services liberalisation in logistics, aviation, and transportation services. From 2000 to 2019, both the export and import of tourism trade for RCEP member countries continuously increased. The tourism trade volume increased from $137 billion in 2000 to $141 billion in 2019. There is a strong positive correlation between export and import until 2011. It is interesting to observe that after 2012, tourism imports started to increase faster than exports indicating greater services activities and intra-trade activities in the RCEP region.

Figure 5: Volume of Tourism Trade in RCEP Countries ($ billion)



Source: WDI Database.

Figure 6: Growth Rate of Tourism Trade in RCEP Countries (%)

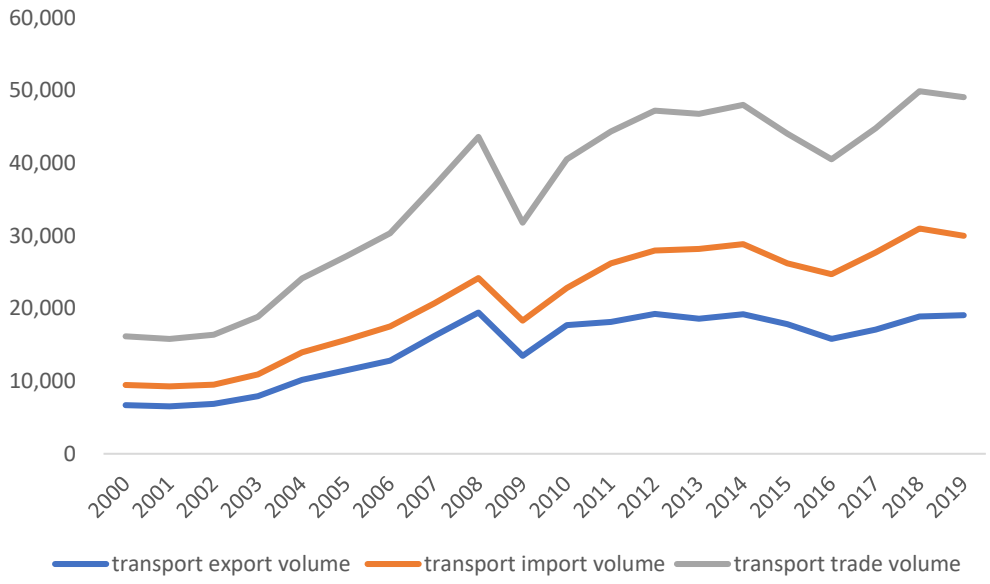


Source: WDI Database.

1.3. Growth of Transport Services Trade

Figure 7 gives the trend for RCEP transport services trade volume. Figure 8 gives the growth rate of transport services trade in the RECP member countries. Transport services in the RCEP member countries increased continuously, but started to decline in 2009. It recovered in 2010 and fluctuated between $40,000 billion and $50,000 billion in the subsequent years. In 2019, the share of transport services trade in total services trade was 23.21% in the RCEP countries, which is higher than the world average of 18.50% (WTO database).

Figure 7: Volume of TST in RCEP Countries ($ billion)



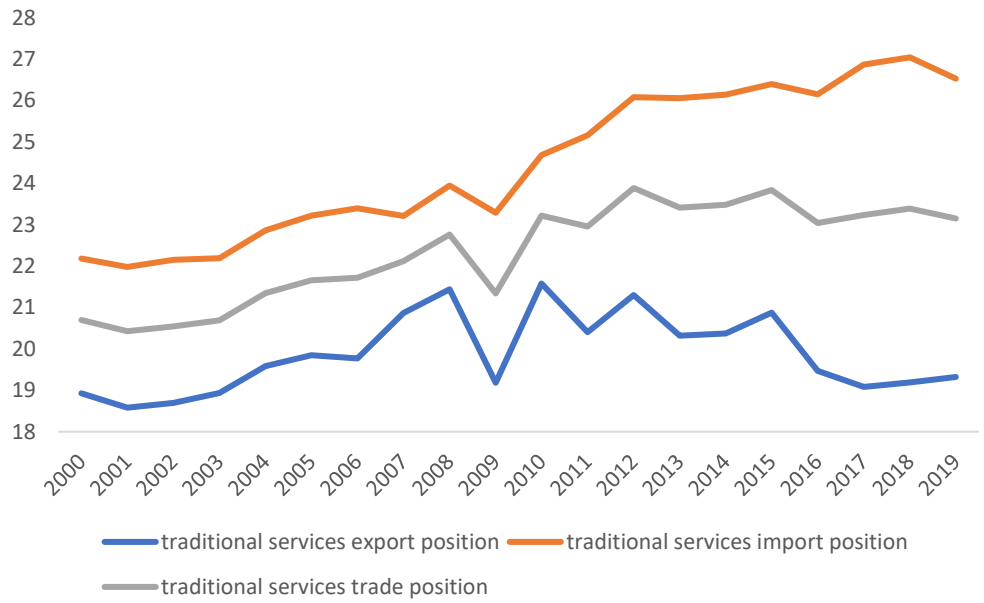
Source: WDI Database.

Figure 8: Growth Rate of TST in RCEP Countries (%)

Source: WDI Database.

Figure 9 shows the share of RCEP TST in global TST. It is important to note that RCEP plays an important role in global trade in TST, where the share of RCEP TST accounting for approximately 25% of the global services trade. The import share of RCEP to the world increases from 22% to 27%, and the export share increased from 18% to 22% respectively. We observed that the RCEP import position is relatively higher than the export position.

Figure 9: Share of RCEP TST in the World (%)



Source: WDI Database.

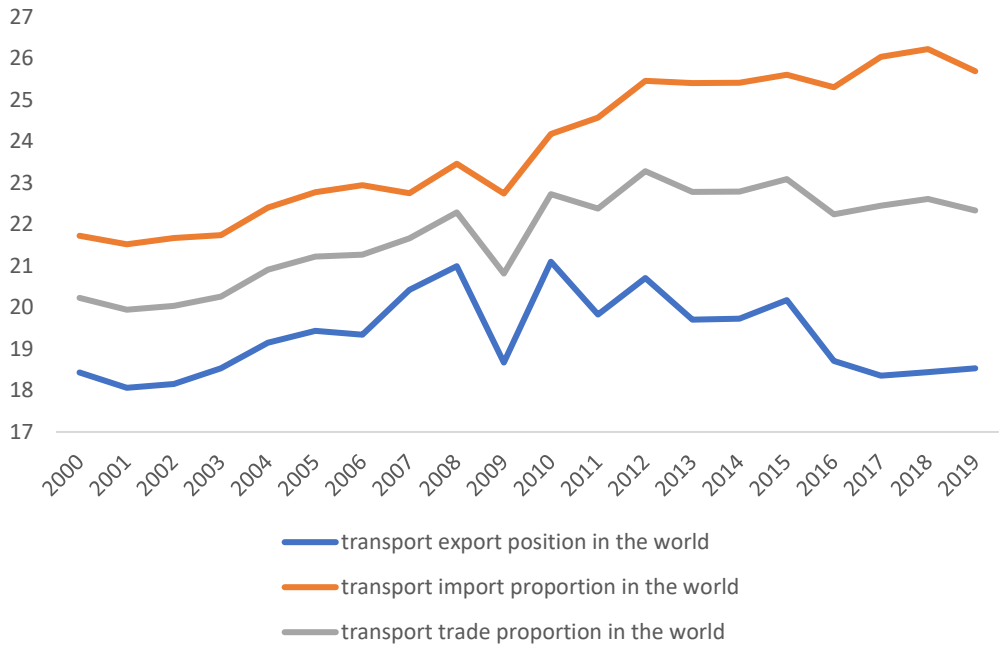
Figure 10 shows the pattern of the RCEP's position in global tourism trade. The share of RCEP tourism trade in the world tourism trade has increased rapidly since 2000. The RCEP tourism import share doubled from 16% in 2000 to 31% in 2019, accounting for nearly one-third of the global tourism imports. The RCEP tourism export position has also grown in recent decades. By 2019, RCEP members' proportion in the global tourism exports reached over 21%.

Figure 10: The Share of RCEP Tourism Trade in the World (%)

Source: WDI Database.

Figure 11 gives the RCEP's position in global transport services trade. The share of RCEP transport services trade in the world is stable until 2010, then the share of RCEP in global transport services exports started to decline. The position on transport services trade import is relatively stable, with only a marginal improvement over several years.

Figure 11: The Share of RCEP Transport Services Trade in the World (%)

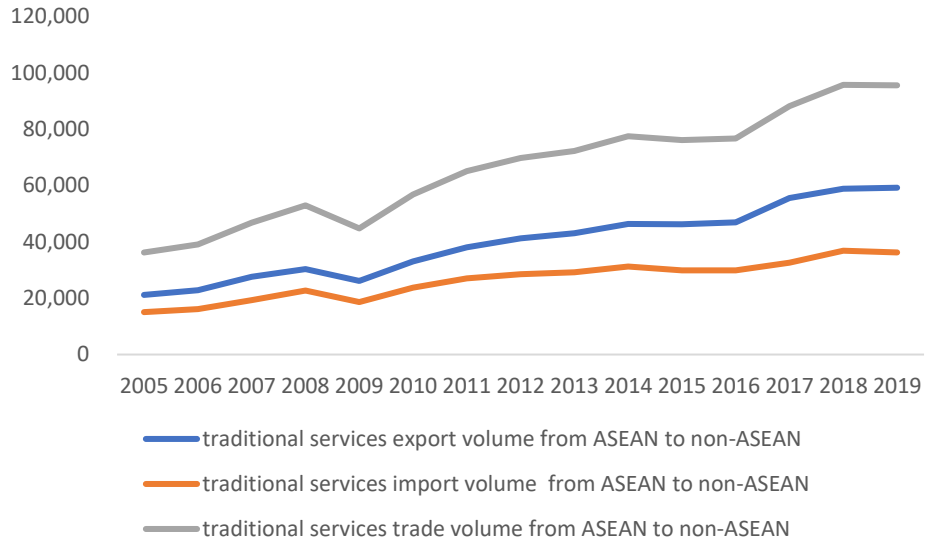


Source: WDI Database.

1.4. Trade Pattern Between ASEAN and non-ASEAN Members

Figures 12 and 13 show the pattern for TST between ASEAN members and non-ASEAN members, respectively. The TST between ASEAN and non-ASEAN RCEP members increases rapidly for the past 2 decades. The trade value drastically increased from $36,241 billion in 2005 to $95,541 billion in 2019, which indicates the close relationship in trade between ASEAN countries and the other five countries in RCEP (China, Japan, Republic of Korea, Australia, and New Zealand). The growth rate for traditional services trade from ASEAN to non-ASEAN countries increasing and continuously positive over the past years.

Figure 12: Volume of TST Between ASEAN and Non-ASEAN Members ($ billion)



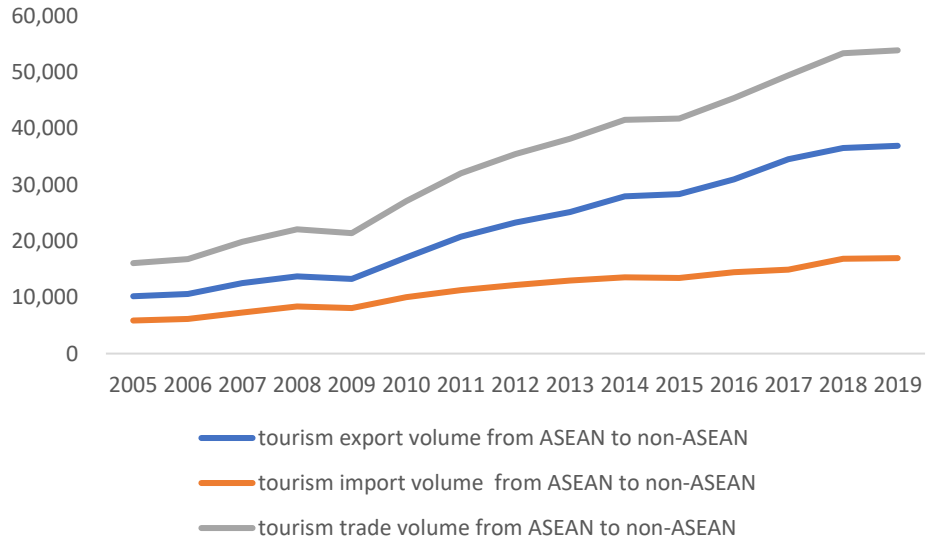
Source: WDI Database.

Figure 13: Growth Rate of TST between ASEAN and Non-ASEAN Members (%)

Source: WDI Database.

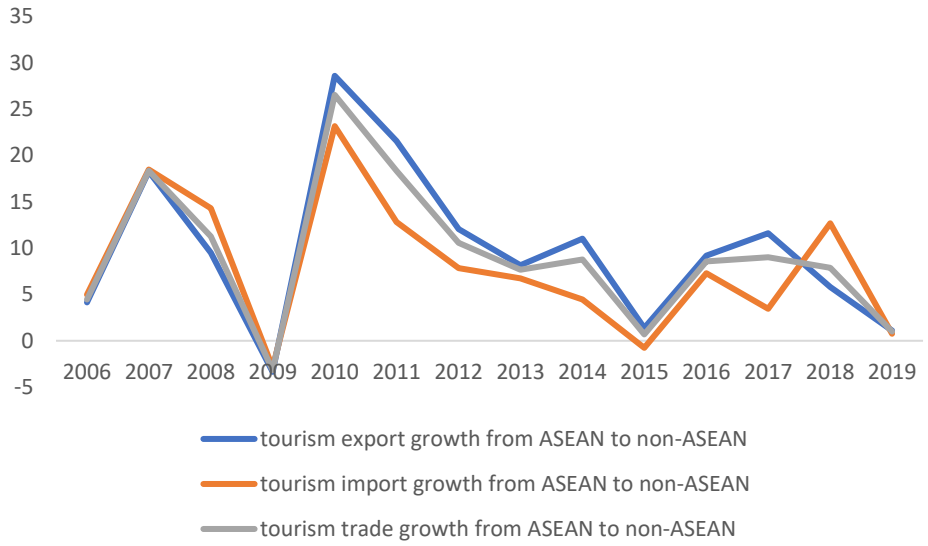
Figure 14 and Figure 15 show the growth rate of tourism trade value and the growth rate from ASEAN to non-ASEAN countries, respectively. Tourism trade between ASEAN and non-ASEAN countries has experienced continuous growth since 2005. Most ASEAN countries have trade surpluses in tourism when trading with the other five RCEP countries, and the surplus is continuously increasing.

Figure 14: Volume of Tourism Trade Between ASEAN and Non-ASEAN Members ($ billion)



Source: WDI Database.

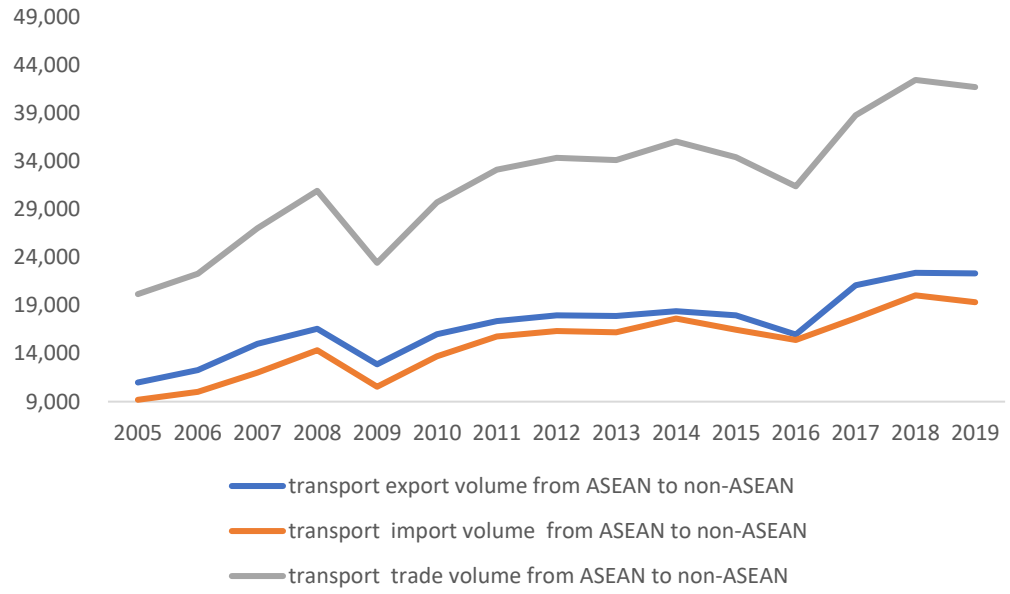
Figure 15: Growth Rate of Tourism Trade Between ASEAN and Non-ASEAN Members (%)



Source: WDI Database.

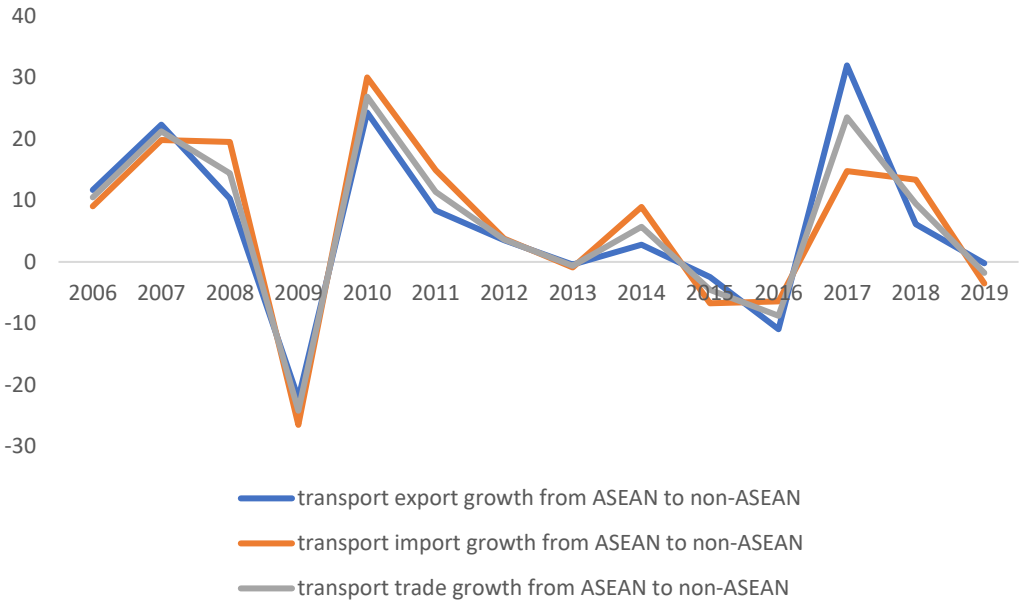
Figure 16 and Figure 17 display the volume and growth rate of transport services trade from ASEAN to non-ASEAN countries, respectively. Transport services trade between ASEAN and non-ASEAN members does not grow much. Exports and imports moved simultaneously from 2005 to 2019.

Figure 16: Volume of Transport Services Trade Between ASEAN and Non-ASEAN Members ($ billion)



Source: WDI Database.

Figure 17: Growth Rate of Transport Services Trade Between ASEAN and Non-ASEAN Members (%)



Source: WDI Database.

Table 1 presents the growth of TST in the RCEP member countries from 2010 to 2019. As given in Table 1, China is the largest country in TST amongst all the RCEP member countries, followed by Singapore and Japan. In contrast, TST in Lao People's Democratic Republic (Lao PDR), Myanmar, and Brunei Darussalam is relatively low and greater capacity can be expected to develop TST in these countries. The average growth rate for TST of RCEP for the past decade is 58%, with a volume of $769 billion in 2010 and $1,222 billion in 2019. The growth rate of Myanmar's TST exports between 2010 and 2019 ranks first amongst all the RCEP members, this reflects that opening-up the economy will lead to huge potential for growth in TST with an increase rate of 555%. The growth rates of Myanmar, Cambodia, Lao PDR, the Philippines, China, Thailand, Vietnam, Indonesia, and Singapore are above the RCEP average, and the growth rates of New Zealand, Australia, Brunei, Malaysia, the Republic of Korea, and Japan are below the average. For ASEAN, the average growth rate of TST is 74%, with a volume of $25 billion in 2010 and $44 billion in 2019. The average growth rate of TST of ASEAN is higher than the average growth rate of RCEP, even if the average traditional services trade volume of ASEAN is lower than the average traditional services trade volume of RCEP.

Table 1: Growth of TST for RCEP Members

No.	Country	TST Volume ($ million)		
		2010	2019	Growth Rate (%) **
1	Myanmar	722	4,734	555.7
2	Cambodia	2,410	8,330	245.6
3	Lao PDR	663	2,190	230.3
4	Philippines	12,800	29,656	131.7
5	China	198,162	435,893	120.0
6	Thailand	50,503	100,866	99.7
7	Viet Nam	14,837	29,616	99.6
8	Indonesia	24,691	43,774	77.3
9	Singapore	101,018	166,230	64.6
10	New Zealand	14,171	20,740	46.4
11	Australia	78,609	99,838	27.0
12	Brunei Darussalam	1,172	1,468	25.3
13	Malaysia	41,584	48,815	17.4
14	Korea, Republic of	98,347	103,229	5.0
15	Japan	129,747	126,641	–2.4
	RCEP	769,436	1,222,020	58.8
	ASEAN	25,040	43,568	74.0

**sorted from the largest to the lowest.

Note: TST volume is the sum if export and import of traditional services, all in current US$ million.

Sources: WDI database and WTO database.

Table 2 presents the change in tourism trade of each member. All the RCEP members experienced fast growth in tourism trade. The RCEP average growth rate for tourism trade in the past 10 years was 105.2%, with a volume of $354 billion in 2010 and $728 billion in 2019. China has the largest volume of tourism trade, followed by Australia and Japan. The growth rate of tourism trade in Myanmar was the highest between 2010 and 2019 as opening up of the economy leads to huge potential for growth. For ASEAN countries, the average growth rate of tourism trade was 101.9%, with a volume of $115.3 billion in 2010 and $232.9 billion in 2019. Both the average growth rate and the average volume of ASEAN tourism

trade are lower than those of the RCEP tourism trade.

Table 2: Tourism Trade Growth in the Last 10 Years

No.	Country	Tourism Services Trade Volume ($ million)		
		2010	2019	Growth Rate (%) **
1	Myanmar	125	2,587	1,969.6
2	Cambodia	1,580	5,866	271.3
3	Lao PDR	585	1,911	226.7
4	Viet Nam	5,920	17,980	203.7
5	Thailand	25,731	74,759	190.5
6	China	100,694	285,201	183.2
7	Philippines	8,132	21,863	168.9
8	Indonesia	13,353	28,233	111.4
9	Korea, Republic of	29,029	47,241	62.7
10	Japan	41,066	66,319	61.5
11	Brunei Darussalam	550	879	59.8
12	New Zealand	9,554	15,159	58.7
13	Singapore	32,878	46,658	41.9
14	Australia	59,231	81,282	37.2
15	Malaysia	26,476	32,163	21.5
	RCEP	354,904	728,101	105.2
	ASEAN	115,330	232,899	101.9

**sorted from the largest to the lowest.

Note: Tourism Services Trade volume is the sum if export and import of travel services, in US$ million.

Sources: WDI database and WTO database.

Table 3 presents the growth of transport services trade in each country. The RCEP average growth rate for transport services trade in the past 10 years was 19.2%, with a volume of $414.5 billion in 2010 and $493.9 billion in 2019. China has the largest volume in transport services trade, followed by Japan and Singapore. The growth rates of transport services trade in Myanmar and Lao PDR were the highest between 2010 and 2019, and we also observe Australia, Brunei, the Republic of Korea, and Japan experiencing a decline in transport services trade. For

ASEAN, the average growth rate on transport services trade was 50%, with a volume of $13.5 billion in 2010 and $20.3 billion in 2019. The average growth rate of ASEAN's transport services trade is higher than the average growth rate of RCEP's, whilst the average volume of ASEAN's transport services trade is lower than RCEP's.

Table 3: Transport Services Trade Volume Change in the Last 10 Years

No.	Country	Transport Services Trade Volume ($ million)		
		2010	2019	Growth Rate (%) **
1	Myanmar	597	2,147	259.6
2	Lao PDR	78	279	257.7
3	Cambodia	830	2,464	196.9
4	Singapore	68,140	119,572	75.5
5	Philippines	4,668	7,793	66.9
6	China	97,468	150,692	54.6
7	Indonesia	11,338	15,541	37.1
8	Viet Nam	8,917	11,636	30.5
9	New Zealand	4,617	5,581	20.9
10	Malaysia	15,108	16,652	10.2
11	Thailand	24,772	26,107	5.4
12	Australia	19,378	18,556	–4.2
13	Brunei Darussalam	622	589	–5.3
14	Korea, Republic of	69,318	55,988	–19.2
15	Japan	88,681	60,322	–32.0
	RCEP	414,532	493,919	19.2
	ASEAN	135,070	202,780	50.1

**sorted from the largest to the lowest.

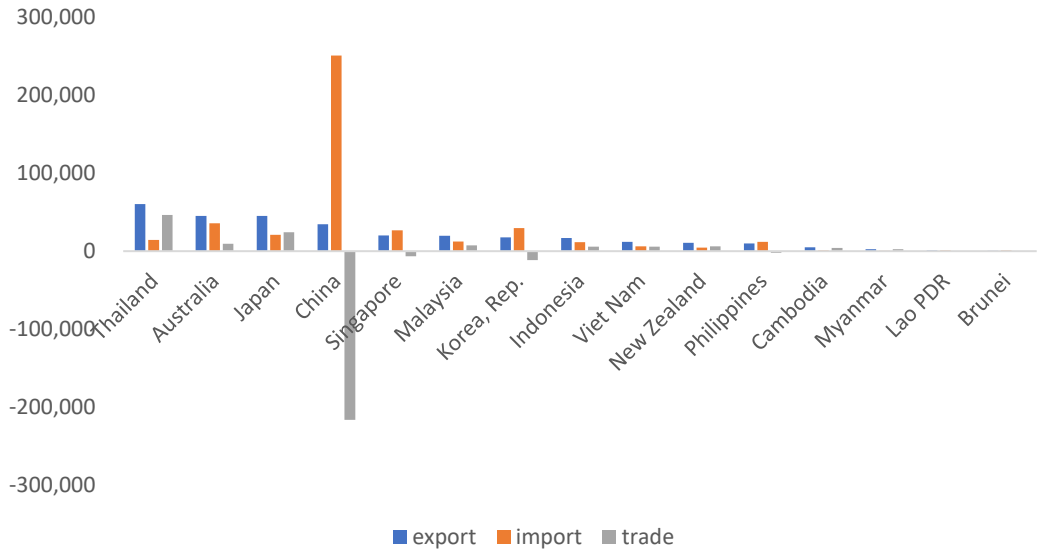
Note: Tourism services trade volume is the sum if export and import of travel services, in US$ million.

Sources: WDI database and WTO database.

Figure 18 and Table 4 show the tourism imports and exports as well as the trade balance of each RCEP member country in 2019. Some RCEP member countries show trade surpluses in tourism such as Thailand, Australia, Japan, Malaysia, Indonesia, Viet Nam, New Zealand, Cambodia, and Myanmar. Thailand's

tourism exports were the highest amongst all the RCEP member countries, with a volume of $60.5 billion and a trade surplus of $46.2 billion. In contrast China, Singapore, the Republic of Korea, the Philippines, Lao PDR, and Brunei have trade deficits in tourism. China's tourism imports rank first amongst the RCEP member countries in the volume of $250.7 billion with a trade deficit of tourism of $46.2 billion.

Figure 18: Tourism Trade Balance of Individual RCEP Members in 2019 ($ Million)



Source: WDI Database.

Table 4: Tourism Trade Balance of Individual RCEP Members in 2019 ($ million)

	Tourism Export	Tourism Import	Tourism Trade Balance	Rank
Thailand	60,521	14,238	46,283	1
Australia	45,373	35,909	9,464	2
Japan	45,224	21,095	24,129	3
China	34,461	250,740	–216,279	4
Singapore	20,052	26,606	–6,554	5
Malaysia	19,815	12,348	7,467	6
Korea, Rep.	17,844	29,397	–11,553	7
Indonesia	16,912	11,321	5,591	8
Viet Nam	11,830	6,150	5,680	9
New Zealand	10,739	4,420	6,319	10
Philippines	9,824	12,039	–2,215	11
Cambodia	4,944	922	4,022	12
Myanmar	2,496	91	2,405	13
Lao PDR	884	1,027	–143	14
Brunei	206	673	–467	15

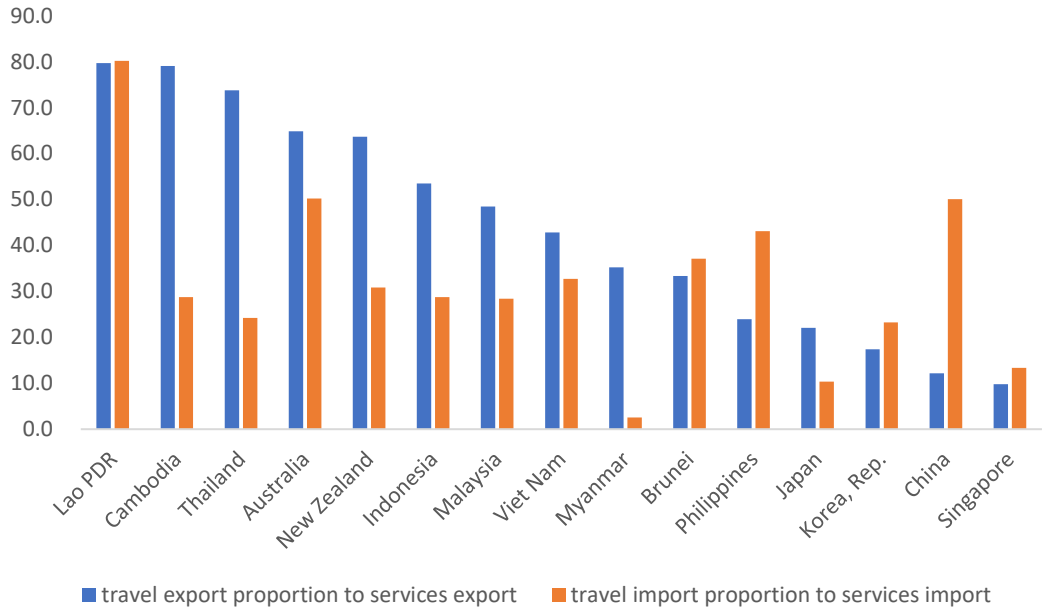
**sorted from the largest to the lowest.

Note: Tourism services trade volume is the sum if export and import of travel services, in US$ million.

Sources: WDI database and WTO database.

Figure 19 and Table 5 show the proportion of tourism imports and exports in the total services trade of each RCEP member in 2019. The tourism trade share in total services trade varies amongst the RCEP countries. Cambodia, Thailand, Australia, New Zealand, Indonesia, Malaysia, Viet Nam, Myanmar, and Japan have a higher proportion of tourism exports compared with the proportion of tourism imports. For Lao PDR, Brunei, the Philippines, the Republic of Korea, China, and Singapore, the proportion of tourism imports in total services imports is higher than the proportion of exports in total services exports. The tourism export proportion of Lao PDR is the highest amongst all the RCEP member countries at 79.7% and its tourism imports at 80.2%.

Figure 19: Tourism Share in Total Services Exports or Imports in 2019 (%)



Source: WDI Database.

Table 5: Tourism Share in Total Services Exports or Imports of Each Country in 2019 (%)

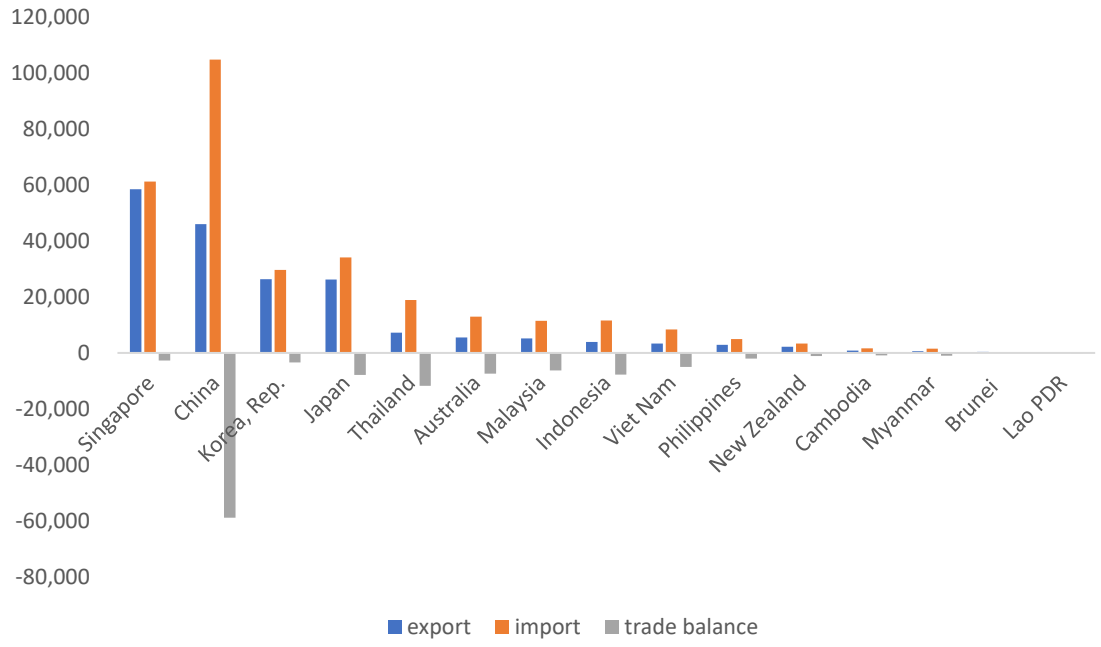
Country	Tourism Export Share	Tourism Import Share	Rank
Lao PDR	79.7	80.2	1
Cambodia	79.1	28.8	2
Thailand	73.8	24.2	3
Australia	64.8	50.2	4
New Zealand	63.7	30.9	5
Indonesia	53.5	28.7	6
Malaysia	48.5	28.4	7
Viet Nam	42.9	32.8	8
Myanmar	35.2	2.6	9
Brunei	33.3	37.1	10
Philippines	24.0	43.1	11
Japan	22.1	10.4	12
Korea, Rep.	17.4	23.3	13
China	12.2	50.1	14
Singapore	9.8	13.4	15

**sorted by export share from the largest to the lowest.

Sources: WDI database and WTO database.

Figure 20 and Table 6 show the imports and exports as well as the trade balance of transport services for each RCEP member country in 2019. The RCEP members except Brunei all have trade deficits in transport services. Singapore's transport services exports are the highest amongst all the RCEP member countries, with a volume of $58,443 billion and a trade deficit of $2,686 billion. China's import of transport services ranks first amongst all the RCEP member countries at $104,723 billion, with a transport services trade deficit of $58,754 billion. Brunei is the only country with a trade surplus in transport services of $69 billion.

Figure 20: Transport Services Trade Balance of Individual RCEP Members in 2019 ($ billion)



Source: WDI Database.

Table 6: Transport Services Trade Balance of Individual RCEP Members in 2019 ($ billion)

Country	Transport Export	Transport Import	Transport Trade Balance	Rank
Singapore	58,443	61,129	–2,686	1
China	45,969	104,723	–58,754	2
Korea, Rep.	26,317	29,671	–3,354	3
Japan	26,222	34,100	–7,878	4
Thailand	7,197	18,910	–11,713	5
Australia	5,564	12,992	–7,428	6
Malaysia	5,211	11,441	–6,230	7
Indonesia	3,919	11,622	–7,703	8
Viet Nam	3,306	8,330	–5,024	9
Philippines	2,872	4,921	–2,049	10
New Zealand	2,242	3,339	–1,097	11
Cambodia	793	1,671	–-878	12
Myanmar	572	1,575	–1,003	13
Brunei	329	260	69	14
Lao PDR	138	141	–3	15

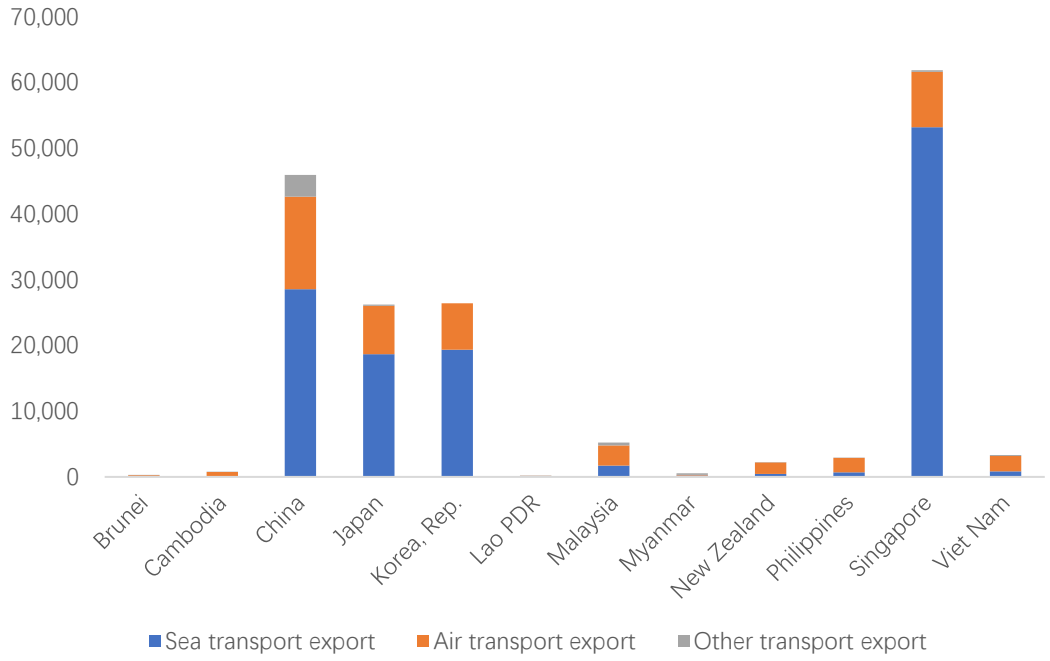
**sorted from the largest to the lowest.

Note: Tourism services trade volume is the sum if export and import of travel services, in US$ (million).

Sources: WDI database and WTO database.

Figure 21 and Table 7 presents the exports in each subsector of transport services of sea transport, air transport and others for the individual RCEP members. For Brunei, Cambodia, Lao PDR, Malaysia, New Zealand, the Philippines, and Viet Nam, air transport services export is the key compared to other transport services. For China, Japan, the Republic of Korea, Myanmar, and Singapore, the sea transport services export seems to be more important. China has the largest volume of air transport services exports amongst all the RCEP countries at $14,083 billion. Singapore's sea transport services exports are the highest at $53,226 billion.

Figure 21: Exports in the Transport Sector of Individual RCEP Countries in 2019 ($ billion)



Source: WDI Database.

Table 7: Exports in the Transport Sector of Individual RCEP Countries in 2019 ($ billion)

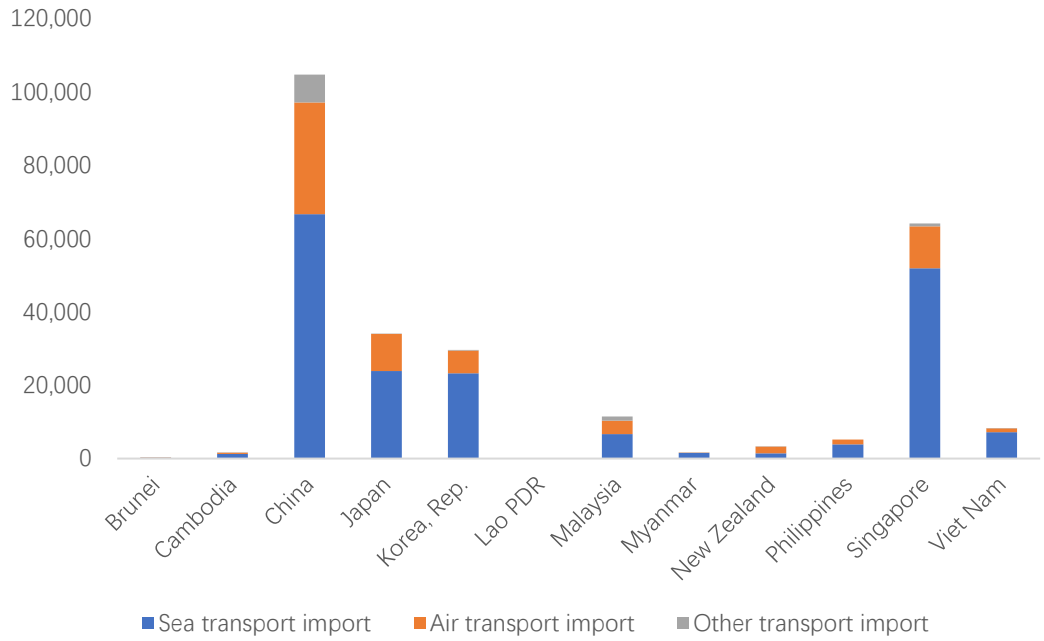
Country	Sea Transport Export	Air Transport Export	Other Transport Export
Brunei	75	201	53
Cambodia	76*	688*	29*
China	28,578*	14,083*	3,308*
Japan	18,673	7,343	206
Korea, Rep.	19,349*	7,081*	0*
Lao PDR	0	140	27
Malaysia	1,720	3,066	425
Myanmar	192	119	261
New Zealanc	445	1,776	21
Philippines	689	2,178	5
Singapore	53,226	8,417	255
Viet Nam	831	2,360	115

* are estimated values.

Sources: WDI database and WTO database.

Figure 22 and Table 8 give the imports in each transport subsector for the RCEP member countries. The imports of air transport dominate the others in Lao PDR and New Zealand. The imports of sea transport occupy the greatest share in Brunei, Cambodia, China, Japan, the Republic of Korea, Malaysia, Myanmar, the Philippines, Singapore, and Viet Nam. China has the largest volume of air and sea transport imports amongst all the RCEP countries.

Figure 22: Imports in the Transport Sector of Individual RCEP Countries in 2019 ($ billion)



Source: WDI Database.

Table 8: Imports in the Transport Subsector of Individual RCEP Countries in 2019 ($ Billion)

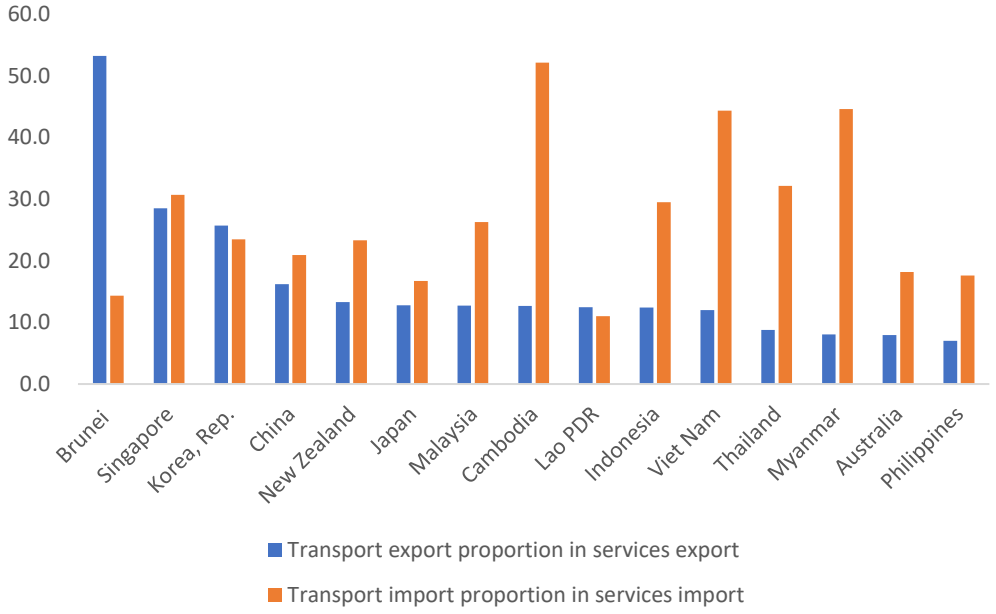
Country	Sea Transport Import	Air Transport Import	Other Transport Import
Brunei	202	31	27
Cambodia	1,280	366	25
China	66,694*	30,468*	7,561*
Japan	23,853	10,186	61
Korea, Rep.	23,245*	6,226*	200*
Lao PDR	1	19	121
Malaysia	6,710	3,631	1,100
Myanmar	1,493	86	21
New Zealand	1,436	1,817	86
Philippines	3,849	1,314	0
Singapore	51,861	11,512	742
Viet Nam	7,172	1,101	57

* are estimated values.

Source: WTO database.

Figure 23 and Table 9 show the share of imports and exports of transport in the total services trade of each RCEP member country in 2019. The proportion of transport trade in total services trade also varies across RCEP countries. Brunei, the Republic of Korea, and Lao PDR have a higher proportion of transport exports compared with the proportion of transport imports. In the Philippines, China, Cambodia, Thailand, Australia, New Zealand, Indonesia, Malaysia, Viet Nam, Myanmar, Japan, and Singapore, the proportion of transport imports is higher than the proportion of exports. Brunei's transport export proportion is the highest amongst all the RCEP member countries at 53.2%. Cambodia's transport services import proportion is the highest amongst all the RCEP countries at 52.2%.

Figure 23: Transport Services Share in Total Services Exports or Imports in 2019 (%)



Source: WDI Database.

Table 9: Transport Services Share in Total Services Exports or Imports in 2019 (%)

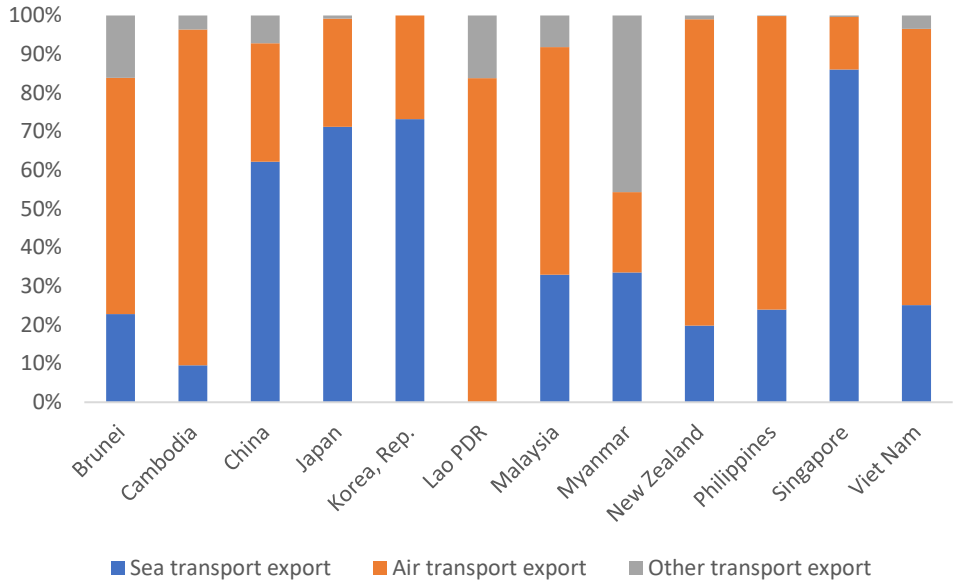
Country	Transport Export Share	Transport Import Share	Rank
Brunei	53.2	14.3	1
Singapore	28.5	30.7	2
Korea, Rep.	25.7	23.5	3
China	16.2	20.9	4
New Zealand	13.3	23.3	5
Japan	12.8	16.7	6
Malaysia	12.7	26.3	7
Cambodia	12.7	52.2	8
Lao PDR	12.4	11.0	9
Indonesia	12.4	29.5	10
Viet Nam	12.0	44.4	11
Thailand	8.8	32.2	12
Myanmar	8.1	44.6	13
Australia	8.0	18.2	14
Philippines	7.0	17.6	15

Note: Sorted by export share from the largest to the lowest.

Source: WTO database (reported values).

Figure 24 presents the proportion of transport exports in each subsector in total transport services exports for the RCEP member countries. The highest proportion of air transport exports in transport exports is 86% in Cambodia. The highest proportion of sea transport exports in transport exports is 86% in Singapore.

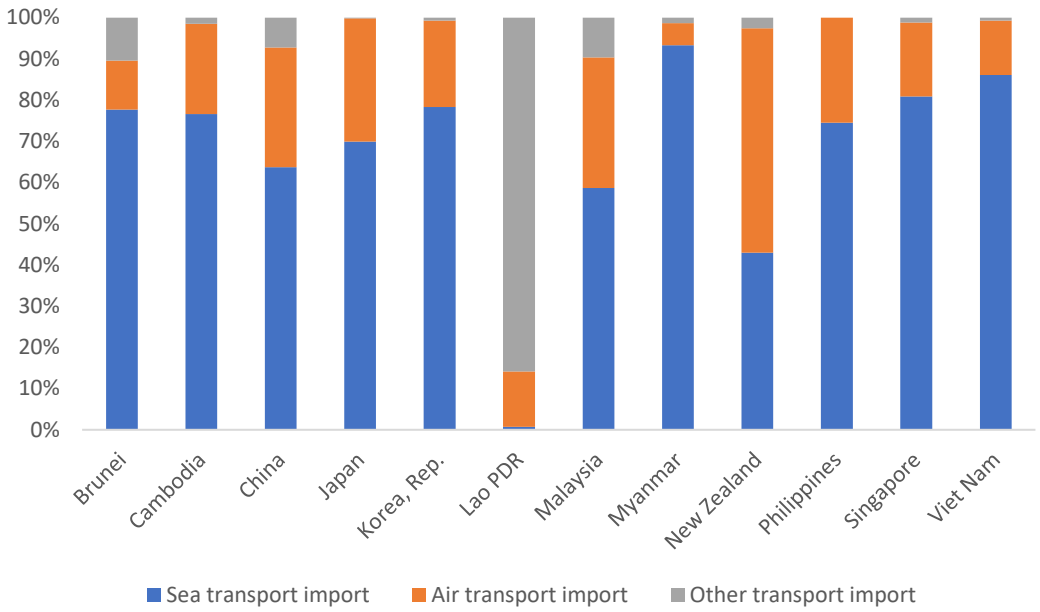
Figure 24: Proportion of Transport Subsector Exports of Individual RCEP Countries in 2019



Source: WDI Database.

The highest proportion of air transport imports to total transport imports is 54% in New Zealand. The highest proportion of sea transport imports is 93% in Myanmar, as shown in Figure 25.

Figure 25: Proportion of Transport Subsector Imports of Individual RCEP Countries in 2019



Source: WDI Database.

1.5. Bilateral TST Position in RCEP

In this subsection, we display the bilateral trade position between the RCEP members. We first show the bilateral trade position of tourism trade from the perspective of both exports and imports. China, as a partner of another RCEP member, takes an important position both in tourism exports and imports. Table 10 presents each country's position as another country's tourism export partner. The rows represent countries as export partners, and the columns represent the exporting countries. For example, BRN–AUS=11 means that the volume of Australia's tourism exports to Brunei ranks 11 amongst all Australia's exports to RCEP export partners. It is noticeable that China, as a partner of other RCEP member countries' exports, always ranks first. This is followed by Australia and Japan, which always rank second or third as exporting partners of another country.

Table 10: Rank of Member Countries on Bilateral Tourism Exports

Rank	AUS	BRN	KHM	CHN	IDN	JPN	KOR	LAO	MYS	MMR	NZL	PHL	SGP	THA	VNM
AUS	-	8	6	2	2	3	4	8	6	7	1	3	3	2	2
BRN	11	-	12	13	11	11	11	13	5	11	11	11	10	13	13
KHM	12	11	-	12	12	12	12	10	11	13	12	12	12	11	11
CHN	1	2	1	-	1	1	1	1	2	1	2	1	1	1	1
IDN	6	4	9	8	-	8	8	9	3	6	8	8	4	6	8
JPN	9	5	2	3	5	-	2	3	7	4	5	2	5	3	3
KOR	2	9	7	1	6	2	-	6	8	5	3	5	6	7	5
LAO	13	12	13	11	13	13	13	-	13	14	13	13	13	10	12
MYS	5	1	5	4	4	9	10	7	-	8	9	7	2	5	7
MMR	14	13	14	14	14	14	14	14	14	-	14	14	14	14	14
NZL	3	14	11	10	10	10	9	11	12	12	-	10	11	12	10
PHL	10	7	10	9	8	7	5	12	9	10	7	-	8	9	9
SGP	4	3	3	5	3	6	3	5	1	3	4	4	-	4	4
THA	7	6	4	7	7	4	7	2	4	2	6	6	9	-	6
VNM	8	10	8	6	9	5	6	4	10	9	10	9	7	8	

AUS = Australia, BRN = Brunei Darussalam, KHM = Cambodia, CHN = China, IDN = Indonesia, JPN = Japan, KOR = Republic of Korea, LAO = Lao People's Democratic Republic, MYS = Malaysia, MMR = Myanmar, NZL = New Zealand, PHL = Philippines, SGP = Singapore, THA = Thailand, VNM = Viet Nam.

Notes: Rows: partner countries; Columns: export countries.

BRN–AUS=11 means that the volume of Australia's tourism exports to Brunei ranks 11th amongst all Australia's RCEP export partners.

Source: WTO Database.

As trading partners of other exporting countries, Japan, Thailand, and Singapore perform well. Table 11 gives each country's position as a tourism import partner. The rows represent import partner countries, and columns represent the importing countries. For example, BRN–AUS=14 means that the volume of Australia's tourism imports from Brunei ranks 14 amongst all Australia's imports from RCEP importing partners.

Table 11: Rank of Member Countries on Bilateral Tourism Imports

Rank	AUS	BRN	KHM	CHN	IDN	JPN	KOR	LAO	MYS	MMR	NZL	PHL	SGP	THA	VNM
AUS	-	8	9	2	4	5	2	8	4	0	1	2	3	2	2
BRN	14	-	14	14	12	14	14	14	7	0	14	13	13	14	14
KHM	11	12	-	13	13	12	12	11	12	0	11	12	12	13	11
CHN	5	3	2	-	5	2	3	2	2	0	2	5	5	4	3
IDN	4	6	7	8	-	6	6	9	5	0	6	7	4	6	7
JPN	6	4	4	1	6	-	1	3	6	0	5	3	6	1	1
KOR	9	9	8	3	8	3	-	6	11	0	7	6	8	12	6
LAO	13	14	12	12	14	13	13	-	14	0	13	14	14	10	12
MYS	10	1	5	7	1	9	10	7	-	0	10	8	1	3	8
MMR	12	11	13	11	11	10	11	13	13	-	12	11	11	9	13
NZL	1	13	11	9	9	11	8	12	10	0	-	9	10	11	10
PHL	8	7	10	10	10	7	7	10	9	0	8	-	9	8	9
SGP	3	2	3	5	2	4	5	5	1	0	4	4	-	5	5
THA	2	5	1	4	3	1	4	1	3	0	3	1	2	-	4
VNM	7	10	6	6	7	8	9	4	8	0	9	10	7	7	

AUS = Australia, BRN = Brunei Darussalam, KHM = Cambodia, CHN = China, IDN = Indonesia, JPN = Japan, KOR = Republic of Korea, LAO = Lao People's Democratic Republic, MYS = Malaysia, MMR = Myanmar, NZL = New Zealand, PHL = Philippines, SGP = Singapore, THA = Thailand, VNM = Viet Nam.

Notes: Column: import countries, Row: partner countries.

BRN–AUS=14 means that the volume of Australia's tourism imports from Brunei ranks 14th amongst all Australia's RCEP import partners.

Source: WTO Database.

In Table 12, we show each RCEP member country's position in transport services exports and imports as a partner of another RCEP member country. China, Singapore, and Australia have large demands for transport services. The rows represent export partner country, and columns represent the exporting country. China, as a partner of six other exporting countries, ranks first. The following are Singapore and Australia, which for some times rank first as tourism export partners of other RCEP member countries.

Table 13 gives each country's position as an **import** partner of transport services. The rows represent partner countries, and the columns represent the importing countries. Singapore ranks at the top as an import partner of many other RCEP member countries in transport services imports. China ranks first only as an import partner of the Republic of Korea. Japan ranks second when trading with India, the Republic of Korea, the Philippines, Singapore, and Thailand.

Table 12: Rank of Member Countries on Bilateral Transport Services Exports

Rank	AUS	BRN	KHM	CHN	IDN	JPN	KOR	LAO	MYS	MMR	NZL	PHL	SGP	THA	VNM
AUS	-	4	1	5	5	5	4	8	4	6	1	1	2	5	2
BRN	12	-	10	12	12	12	12	9	12	11	12	3	12	12	1
KHM	13	13	-	13	13	13	13	10	13	12	13	1	13	13	4
CHN	1	2	3	-	2	1	1	1	1	2	2	2	1	4	5
IDN	6	6	11	8	-	8	8	11	5	7	8	2	5	8	3
JPN	3	5	1	3	4	-	2	3	3	3	3	1	3	2	6
KOR	5	8	6	2	6	3	-	5	7	5	5	1	7	7	7
LAO	14	14	12	14	14	14	14	-	14	13	14	2	14	14	10
MYS	9	1	7	4	3	7	5	12	-	8	6	3	4	3	9
MMR	11	11	8	11	8	10	11	6	11	-	11	2	11	6	11
NZL	4	12	13	10	11	11	10	13	8	14	-	1	9	10	12
PHL	10	9	14	9	9	9	9	14	10	9	9	-	10	11	8
SGP	2	3	2	1	1	2	3	4	2	1	4	3	-	1	13
THA	7	7	4	6	7	4	6	2	6	4	7	2	6	-	14
VNM	8	10	9	7	10	6	7	7	9	10	10	3	8	9	

AUS = Australia, BRN = Brunei Darussalam, KHM = Cambodia, CHN = China, IDN = Indonesia, JPN = Japan, KOR = Republic of Korea, LAO = Lao People's Democratic Republic, MYS = Malaysia, MMR = Myanmar, NZL = New Zealand, PHL = Philippines, SGP = Singapore, THA = Thailand, VNM = Viet Nam.

Notes: Column: import countries, Row: partner countries.

The BRN–AUS=12 means that the volume of Australia's transport services **exports** to Brunei ranks 12th amongst all Australia's RCEP export partners.

Source: WTO Database.

Table 13: Rank of Member Countries on Bilateral Transport Services Imports

Rank	AUS	BRN	KHM	CHN	IDN	JPN	KOR	LAO	MYS	MMR	NZL	PHL	SGP	THA	VNM
AUS	-	5	7	4	4	5	4	8	7	6	2	5	4	5	1
BRN	11	-	10	11	11	12	11	9	9	12	11	11	11	12	2
KHM	13	13	-	14	13	13	13	10	13	13	13	13	13	14	3
CHN	2	2	2	-	3	3	1	2	2	3	3	3	1	3	4
IDN	8	9	11	9	-	8	8	11	6	7	9	8	7	8	5
JPN	3	4	3	3	2	-	2	4	4	4	7	2	2	2	6
KOR	4	6	5	2	5	2	-	5	5	5	4	4	3	4	7
LAO	14	14	12	13	14	14	14	-	14	14	14	14	14	13	8
MYS	7	3	6	5	6	7	6	12	-	9	6	7	6	6	9
MMR	12	12	9	12	12	11	12	6	12	-	12	12	12	11	10
NZL	5	10	13	8	10	9	9	13	10	11	-	10	10	10	11
PHL	10	8	14	7	8	6	7	14	8	10	8	-	8	7	12
SGP	1	1	1	1	1	1	3	1	1	2	1	1	-	1	13
THA	6	7	4	6	7	4	5	3	3	1	5	6	5	-	14
VNM	9	11	8	10	9	10	10	7	11	8	10	9	9	9	

AUS = Australia, BRN = Brunei Darussalam, KHM = Cambodia, CHN = China, IDN = Indonesia, JPN = Japan, KOR = Republic of Korea, LAO = Lao People's Democratic Republic, MYS = Malaysia, MMR = Myanmar, NZL = New Zealand, PHL = Philippines, SGP = Singapore, THA = Thailand, VNM = Viet Nam.

Notes: Column: import countries, Row: partner countries.

The BRN–AUS=11 means that the volume of Australia's transport services **imports** to Brunei ranks 11th amongst all Australia's RCEP export partners.

Source: WTO Database.

For example, BRN-AUS=11 means that the volume of Australia's import of transport services from Brunei ranks 11 in all Australia's RCEP import partners.

2. Analysis for TST Commitments in RCEP

In this section, we summarise and analyse the articles and commitments on the TST of each RCEP member and calculate the Hoekman index to measure the liberalisation level.

2.1. Commitment Approach of TST in RCEP

There are two types of approaches to making a commitment in RCEP. One is the negative list and the other is the positive list. The negative list approach specifies sectors that are not open and gives specific limitation items on economic activities. However, under this negative list framework the other economic activities beyond those items are permitted and belong to the negative list. Countries that make commitments based on the *Schedule of Specific Reservations and Non-conforming Measures* take a negative approach. In contrast, the positive list only specifies the industries and activities with permitted market access. Industries beyond the positive list are unbound (not permitted). *Schedule of Specific Commitments for Services* is regarded as a positive list. Countries providing this list take a positive approach. This section presents the commitment approaches adopted by each RCEP member country on TST.

2.2. RCEP Commitment Approaches to Tourism

In terms of commitments to the tourism sector, Table 14 shows the commitment approaches adopted by different RCEP member countries in the tourism sector.

a. China, Australia, New Zealand, Lao PDR, Myanmar, the Philippines, Thailand, and Viet Nam adopted the positive list approach,
b. Brunei, Indonesia, and Singapore use the negative list of commitments,
c. The Republic of Korea, Cambodia, and Malaysia adopted both positive and negative lists, and

d. Japan gives no commitments specifically on its tourism sector, only giving related negative list of horizontal commitments.

Compared with the positive list, the negative list on tourism can further improve the transparency of tourism trade policies. The ratchet mechanism ensures that members cannot lower the level of liberalisation in their services market. Therefore, for the tourism sector, it can be considered that the Republic of Korea, Indonesia, and Malaysia, which only adopted the negative list approach, are generally more liberalised than other RCEP member countries.

Table 14: Commitment Approaches to Tourism

Commitment Specification on Tourism	Countries
Positive approach only	China, Australia, New Zealand, Lao PDR, Myanmar, the Philippines, Thailand, Viet Nam
Negative approach only	Brunei, Indonesia, Singapore
Both negative approach and positive approach	Republic of Korea, Cambodia, Malaysia
Not given	Japan

Source: The authors' summary based on Schedule of Specific Commitments for Services and the Schedule of Specific Commitments on Temporary Movement of Natural Persons in RCEP.

2.3. RCEP Commitment Approaches to Transport

In terms of commitments to the transport services sector, Table 15 shows the commitment approach of each RCEP country.

a. China, Cambodia, Lao PDR, Myanmar, the Philippines, Thailand, and Viet Nam adopted the positive list of commitments only.
b. Japan, the Republic of Korea, Brunei, Indonesia, and Singapore employ the negative list of commitments.

c. Australia, New Zealand, and Malaysia adopted both the positive list and the negative list.

Thus, countries such as Japan, the Republic of Korea, Brunei, Indonesia, and Singapore, which only use the negative list in commitment, are considered generally more liberalised than other RCEP member countries.

Table 15: Commitment Approaches to Transport

Commitment Specification on Transport	Countries
Positive approach only	China, Cambodia, Lao PDR, Myanmar, Philippines, Thailand, Viet Nam
Negative approach only	Japan, Republic of Korea, Brunei, Indonesia, Singapore
Both negative approach and positive approach	Australia, New Zealand, Malaysia,

Source: The authors' summary based on Schedule of Specific Commitments for Services and the Schedule of Specific Commitments on Temporary Movement of Natural Persons in RCEP.

2.4. Specific Commitments of RCEP to Traditional Services Trade

The liberalisation level of the services sector in RCEP is reflected in the *Schedule of Specific Commitments for Services* submitted by member countries. For overall services trade commitments, eight members – i.e. China, New Zealand, Thailand, the Philippines, Viet Nam, Lao PDR, Cambodia, and Myanmar, made their commitments in a positive list, which sets out the restrictions and conditions on promised market access, the conditions and qualifications of national treatment, and other promises on different modes of services supply in all subsectors. The remaining seven members – Japan, the Republic of Korea, Singapore, Malaysia, Brunei, Indonesia, and Australia made their commitments in the form of a negative list, displaying the current non-conforming measures and reserved non-conforming measures. These measures are either for all sectors or for specific services sectors

and are not subject to prescribed obligations. Further, members countries who promised in the form of a positive list will be required to converted to a negative list in the future with a deadline. Based on the difference in each country's development level, there is differential treatment of the member countries in terms of the requirement for liberalisation differs in the transition period of members. China, New Zealand, Thailand, the Philippines, and Viet Nam are required to submit the *Schedule of Reservations and Non-conforming Measures* no later than 3 years and complete it within 6 years after RCEP comes into force. RCEP requires that the converted negative list commit to at least the same or higher level of services trade liberalisation. For Cambodia, Lao PDR, and Myanmar, the time limit for the submission and completion of the negative list can be extended to 12 years and 15 years, respectively, after the enforcement of RCEP.

In addition to the *Schedule of Specific Commitments for Services*, the RCEP members have submitted the *Schedule of Specific Commitments on Temporary Movement of Natural Persons*, which gives the conditions and restrictions of temporary entry and temporary stay of different natural persons in a positive list including short-term business visitor, intra-corporate transferee, investor, qualified professional, independent professionals, contractual service suppliers, etc. China, Japan, and Australia also made commitments to accompanying spouses and their families.

In RCEP, each member country's services trade commitments have improved the liberalisation level in different dimensions. On the basis of specific commitments, member countries such as China and New Zealand also separately list the sectors for further liberalisation. In addition to market access and national treatment, 11 members also made commitments on most-favoured-nation treatment (MFN). For sectors covered in the MFN commitment, if a certain RCEP member grants any third-party liberalisation and market access treatment, it should be

granted to other RCEP members automatically. There are differences in specific tourism and transport commitments with the overall services sectors made by the RCEP member countries.

2.4.1. Commitments on Tourism of Respective RCEP Members

China. China has made commitments to two tourism services subsectors. The RCEP members can construct, renovate, and operate hotel and restaurant establishments in China, and wholly foreign-owned subsidiaries are permitted. There is no restriction for the hotel subsector provided by the cross-border supply mode or the consumption abroad mode both in market access and national treatment. Moreover, China has promised the MFN treatment for subsectors such as hotels and restaurants.

New Zealand. In the RCEP commitment, New Zealand's tourism sector has achieved full openness. In terms of market access and national treatment, New Zealand has no restrictions on the provision of services through cross-border supply, consumption abroad, and commercial presence. Fully open tourism subsectors include hotels and restaurants, travel agencies, tour guides, and tour operator services. Overall, New Zealand has a relatively high degree of tourism liberalisation in the RCEP commitment.

Philippines. As a member of ASEAN, the Philippines has signed the '10+1' free trade agreements (FTAs) with China, the Republic of Korea, Australia, and New Zealand, with a commitment to relatively low-level liberalisation. In hotels and restaurants, travel agencies, and other sectors, the Philippines' commitment has deepened, which is mainly reflected in the relaxation of market access restrictions.

Viet Nam. In RCEP, Viet Nam promises to fully liberalise lodging services, catering services, travel agencies, and tour operator services. Foreign services suppliers are permitted to provide services in the form of joint ventures with Vietnamese partners with no limitation on foreign capital share. Tourist guides in

foreign-invested enterprises shall be Vietnamese citizens. Foreign service-supplying enterprises can only provide inbound services and domestic travel for inbound tourists as an integral part of inbound services.

Thailand. Compared with the other four FTAs signed with the RCEP countries, Thailand's commitments to RCEP are greatly improved. In RCEP, there are many newly incorporated open commitments on the tourism sector, including tourism and travel agency operator services.

Lao PDR. Tourism, as a sector included in the positive list, has basically no restrictions on the services provided by means of consumption abroad. For the commercial presence mode, there are requirements on the proportion of foreign equity participation in most sectors. The proportion of foreign investment in the services of travel agencies and tour operators shall not exceed 70%. There are limitations on personnel movement and qualifications for the natural persons.

Myanmar. In RCEP, there are 32 services subsectors that are fully liberalised in Myanmar, including the tourism sector. There is no restriction on market access or national treatment in terms of the tourism consultancy services provided by means of cross-border supply, consumption abroad, and commercial presence mode.

Cambodia. In the RCEP commitment, Cambodia is fully open in subsectors such as tour guides. In the maintenance and repair of the road transport equipment industry, there are no restrictions on market access or national treatment for services provided by the mode of cross-border supply, consumption abroad, and commercial presence.

Australia. Generally, Australia's services sector is highly open. Tourism in Australia is basically open, including hotels and restaurants, travel agencies, tour operator services, and tourist guide services.

Republic of Korea. In general, the Republic of Korea's tourism services are fully open. Some restrictions on tourism subsectors, such as tour operator services

provided by cross-border supply, consumption abroad, and commercial presence, have been eliminated.

Singapore. Some tourism services in Singapore are generally liberalised, with only a few restrictions, such as 'To provide food or beverage catering services in Singapore, a foreign services supplier must incorporate as a limited company in Singapore, and it must apply for the food establishment license in the name of the limited company to operate a food or beverage establishment in non-government run eating facilities.'

Brunei. The current non-conforming measures and reservation non-conforming measures of Brunei cover related tourism industries.

Malaysia. Tour operators and tour guide services in travel services are involved in the current non-conforming measures.

Indonesia. Tourism services are listed in the reserved non-conforming measures.

2.4.2. RCEP Commitment to Transport

China. China has opened 18 subsectors in transportation services. The two subsectors, the maritime services agency and freight transportation by road in trucks or cars, are completely open. Regarding maritime cargo handling services, customs clearance services for maritime transport, container station and depot services and passenger transportation, RCEP members face no restrictions on entering the Chinese market in the form of commercial presence. For freight transportation by rail, storage, and warehousing services, freight forwarding agency services and freight inspection, wholly foreign-owned subsidiaries are allowed. Joint ventures are allowed in aircraft repair and maintenance services as well as computer reservation systems. Compared with other FTAs signed, China has increased its commitment to the passenger transportation sector in the RCEP commitment and has comprehensively improved the liberalisation level of commitments in maritime

transport services. Moreover, China has promised the MFN treatment to some subsectors, such as couriers, rail transport services, and road transportation services.

New Zealand. In the RCEP commitment, New Zealand's transport services sector is already fully open. Compared with the FTA signed between New Zealand and ASEAN, New Zealand's commitments to the transport services in RCEP have been improved, and eight new services subsectors have been opened. Amongst them, New Zealand does not set restrictions in six subsectors, including aircraft repair and maintenance services, airport operation services and support services for air transport that provide services based on consumption abroad and commercial presence. For specialty air services, 100% foreign-owned equity is allowed. Compared with other bilateral FTAs signed by New Zealand, RCEP has new commitment sectors and further opening measures in some transportation areas, such as air transport services.

The Philippines. The Philippines' commitment to the transport services industry under RCEP has been greatly improved, and more than 70 subsectors, including transportation, have been newly opened. In the courier, maintenance and repair of aircraft, and some other subsectors, the Philippines' commitment has deepened, mainly reflected in the relaxation of restrictions on market access. Under RCEP, the Philippines is completely open in international maritime transport, maintenance and repair of aircraft, and freight forwarding services.

Viet Nam. In RCEP, Viet Nam promised to fully open up sales and marketing of air products services and some courier services.

Thailand. Compared with other FTAs signed by Thailand and other countries, RCEP has newly included the transport service sector with open commitments, including aircraft repair and maintenance services.

Lao PDR. Compared with the existing FTA commitments, Lao PDR has increased the level of liberalisation of the transport service industry in RCEP. In

some courier sectors, the selling and marketing of air transport services and computer reservation system services are completely open. In the maintenance and repair of rail transport equipment, the proportion of foreign capital shall not exceed 51%.

Myanmar. The transportation services sector is one of Myanmar's fully open subsectors in which some maritime and air transportation services are not restricted to market access and national treatment.

Cambodia. Cambodia is fully open to couriers and other subsectors in the RCEP commitment. For the freight transportation industry, there is no restriction on market access and national treatment in the maintenance and repair of road transport equipment and some other services provided by the first three modes: cross-border supply, consumption abroad, and commercial presence.

Australia. National treatment restrictions are mostly reflected in the requirements for the composition of the board of directors, the identity of the service provider, the company's headquarters, and the place of registration. Taking air transport services as an example, the total foreign shareholding of a single Australian international airline (except Qantas) will not exceed 49%. The chairperson of the board and at least two-thirds of the board members must be Australian citizens, the headquarters, and operating base of the airline must be located in Australia.

Republic of Korea. There are different restrictions on market access and local presence in the transportation sector. For example, in aircraft maintenance and repair services, a person who supplies aircraft maintenance and repair services must establish an office in the Republic of Korea.

Japan. Japan eliminated restrictions on couriers and most maritime transport services.

Singapore. Different restriction measures exist in different subsectors of the

transport services sectors. For example, in the maritime transport services industry, only local service suppliers are allowed to operate and manage cruise and ferry terminals.

Brunei. Various levels of restrictions have been imposed on the subsectors of the transportation services in Brunei. The current non-conforming measures involve railway transport services, maritime passenger transport services, and maritime freight transport services. Reserved non-conforming measures involve air, land, maritime, internal waterway transport, aerospace, and services auxiliary to all modes of transport.

Malaysia. The current non-conforming measures involve domestic shipping and road freight in transportation services. Reserved non-conforming measures involve air transport services, freight road transportation services and international maritime transport services in transportation services.

Indonesia. The current non-conforming measures involve maritime transport services. Reserved non-conforming measures involve maritime transport services, internal waterways transport and road freight transportation.

3. Liberalisation Index for TST – the Hoekman Index

To assess the schedules of each country, a quantitative measure is required that allows for cross-country comparisons (Hoekman, 1995). To measure the liberalisation level, in this subsection, we calculate the Hoekman index for trade liberalisation of each RCEP member country in tourism and transport services.

3.1. Tourism

Based on the commitments given by the RCEP countries, this subsection draws on the calculation method of 'average coverage of the schedule' used by Hoekman (1995) to measure the level of tourism liberalisation. The index is defined

as the arithmetic mean of the scale factors allocated to each cell of market access and national treatment for four services provision modes in every tourism subsector. Specifically, (i) the scale factor of the subsector mode that eliminates restrictions (None) takes 1; (ii) the scale factor of the subsector mode where no promise is given (Unbound) takes 0; (iii) in other cases (with some restrictions), the scale factor takes 0.5. We have respectively defined the scale factor both in market access and national treatment. We then add up each of the scale factors in all tourism subsector mode cells for each member country and average them to obtain a country-level liberalisation indicator. We first use that method to calculate the Hoekman index for countries that use the positive list only. Second, for the countries that use the negative list only, we assume the scale factor of the subsector mode covered by the Schedule of Specific Reservations and Non-conforming Measures takes 0.5, whilst the scale factor of the rest of subsector-mode takes 1. Third, for the countries that use both positive and negative approaches (Republic of Korea, Cambodia, Malaysia), we combined the two methods of calculating the negative-approach country and calculating the positive-approach country. We first calculate their Hoekman index using a positive method and then replace the scale factor of the subsector mode from 1 to 0.5 if the subsector was also listed in the Schedule of Specific Reservations and Non-conforming Measures.

Table 16 shows the Hoekman index of tourism for 14 RCEP member countries except Japan. Based on this, the ranking of the liberalisation level in tourism for the RCEP member countries is Singapore, Brunei, Indonesia, New Zealand, Lao PDR, the Philippines, Myanmar, Thailand, China, Viet Nam, Cambodia, the Republic of Korea, Australia, and Malaysia. Amongst them, Singapore has the highest tourism liberalisation level of 98% amongst all the RCEP member countries in the tourism sector, whilst Malaysia does not liberalise much, with a liberalisation level of only 5%. On average, in the tourism sector, countries

adopting a negative list are more liberalised than those adopting a positive list or both lists in the tourism sector.

Table 16: Hoekman Index (Average Coverage of the Schedule) for Tourism*

Country	Openness in Tourism（%）	Rank in Tourism
Singapore	98.75	1
Brunei	93.75	2
Indonesia	89.375	3
New Zealand	35	4
Lao PDR	33.125	5
Philippines	30.625	6
Myanmar	28.125	7
Thailand	25	8
China	24.375	9
Viet Nam	21.25	10
Cambodia	18.125	11
Korea, Rep.	11.875	12
Australia	11.875	13
Malaysia	5	14

Note: *It is not possible to calculate Japan's Hoekman Index of tourism since Japan does not give any commitment on tourism in either the negative list or positive list.

Source: The authors' summary based on Schedule of Specific Commitments for Services and the Schedule of Specific Commitments on Temporary Movement of Natural Persons in RCEP.

3.2. Transport

Using the same calculation method of the Hoekman Index for the tourism sector, this subsection calculates the liberalisation index of the transport services sector. Table 17 shows the Hoekman index of the transport sector of 15 RCEP member countries. According to the calculation result, we sort the RCEP countries from the highest to the lowest liberalisation level. The Republic of Korea has the highest trade liberalisation level of transport services trade amongst all the RCEP member countries of 86.04%, whilst Malaysia has the lowest liberalisation level of 0.65%. On average, countries adopting a negative list are more liberalised than countries adopting a positive list or both lists in the transport services sector.

Table 17: Hoekman Index (Average Coverage of the Schedule) for Transport

Country	Openness in Transport（%）	Rank in Transport
Korea. Rep	86.04	1
Japan	85.88	2
Indonesia	80.36	3
Singapore	74.11	4
Brunei	68.42	5
Philippines	24.67	6
New Zealand	24.19	7
Lao PDR	18.18	8
Viet Nam	17.29	9
China	16.88	10
Myanmar	16.40	11
Thailand	11.87	12
Cambodia	11.35	13
Australia	9.62	14
Malaysia	0.65	15

Source: The authors' summary based on Schedule of Specific Commitments for Services and the Schedule of Specific Commitments on Temporary Movement of Natural Persons in RCEP.

4. Influences and Policy Implications in the Post-pandemic Era

The COVID-19 pandemic shock in early 2020 had a huge negative economic and social impact on the East Asian region and global economies. The global economy declined into a recession. The whole world is in a pattern of 'Great Change' that is more complicated and volatile (Song and Zhu, 2021). The signing of RCEP has enabled 15 member countries, which currently account for approximately 30% of the global total population, economic volume, and total trade volume, to form an integrated market that strongly supports economic integration. The RCEP contributes to promoting the recovery and further development of both the regional and the world economy.

Under RCEP, the services trade and activities are expected to be increase with greater market access to export and investment activities. TST under RCEP can

bring a positive industrial transmission effect (Qiu and Gong, 2021), which will promote the development of traditional services sectors such as transport services and tourism for the RCEP economies in the pandemic and post-pandemic recovery. Focusing on tourism and transport services, this section discusses the impact of the pandemic shock and provides policy discussion to promote the growth of tourism as well as transport services under the RCEP framework.

4.1. Influences of the COVID-19 Pandemic on Tourism and Transportation

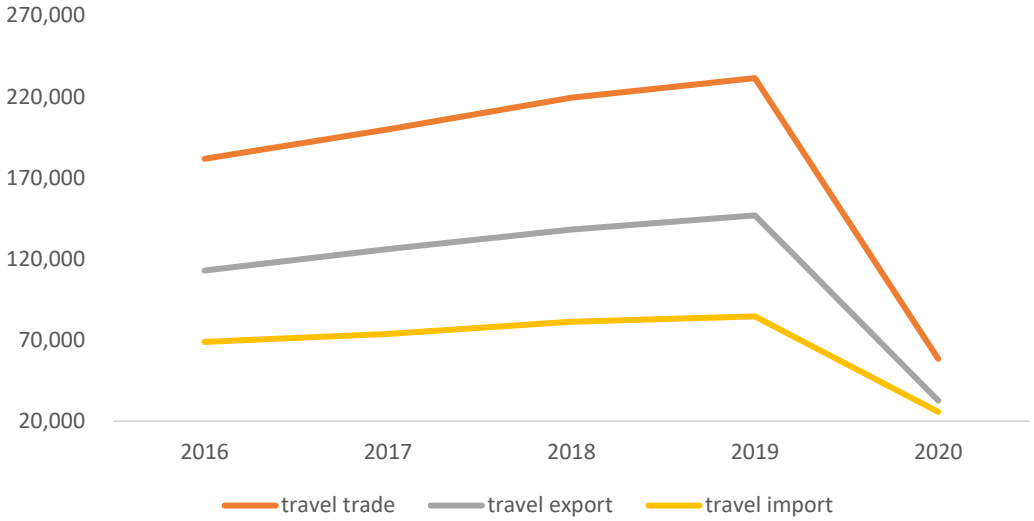
4.1.1.Tourism

Since early 2019, the COVID-19 pandemic has had a huge negative effect on tourism. The impact of the pandemic on ASEAN's cross-border tourism is devastating. Figure 26 gives the tourism trade volume in ASEAN after 2016. From 2016 to 2019, ASEAN tourism trade increased from $182 billion to $584 billion. However, in 2020 after the COVID-19 pandemic, tourism trade plunged to $58 billion, where the tourism trade in 2020 was even lower than that we observed in 2016. It is expected that the downturn of tourism trade will continue in the post-pandemic recovery. Figure 27 provides evidence of tourism collapse in several countries and regions. Panel A presents the change in the number of tourist arrivals. Tourism arrivals collapsed at the beginning of 2020 with an increasingly negative growth rate. Panel B shows the results of different survey waves, including the February, April, and June Surveys, on people's willingness to travel after bans are lifted. If bans are lifted, a large number of people will delay their travel plans. For example, in the June Survey, 33% of the interviewees will wait 1 or 2 months after bans are lifted, and only 12% of them will travel immediately.

Figure 28 shows the annual tourism expenditure of South Australia. It seems that the tourism sector will take time to recover. In South Australia we observe a large drop in tourism spending in 2020, reflecting the impact of the COVID-19 pandemic. Both international and domestic tourism collapsed after 2020. After

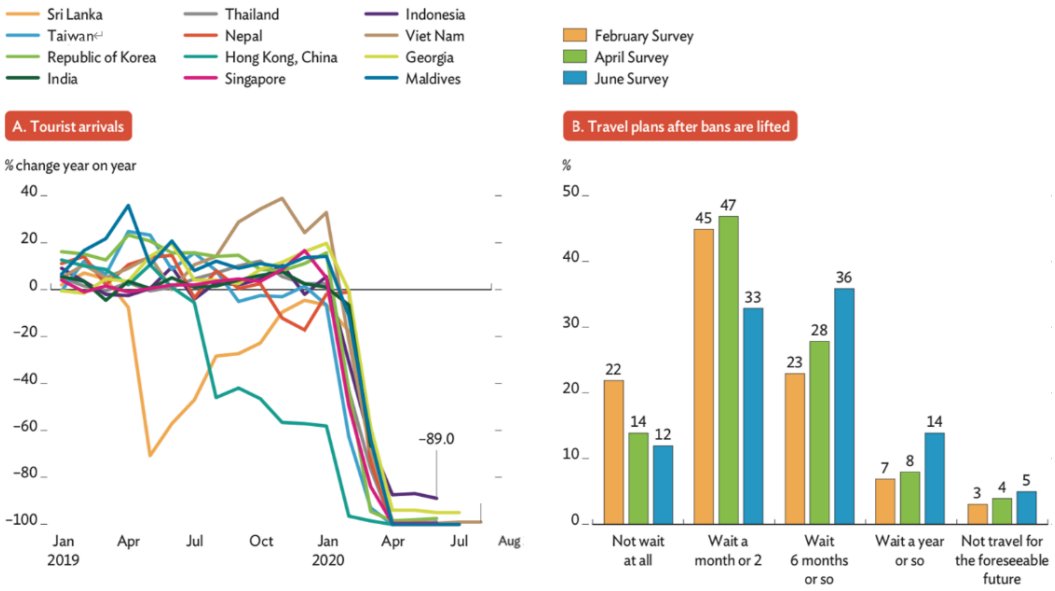
April 2020, tourism began to recover across the world. Figure 29 gives tourism indicators after 2020, including international tourist arrivals, seat capacity, occupancy rate, and travel sentiment. Collapsing in January 2020, all of those indicators began to increase after April 2020.

Figure 26: Tourism Trade Value in ASEAN ($ million)



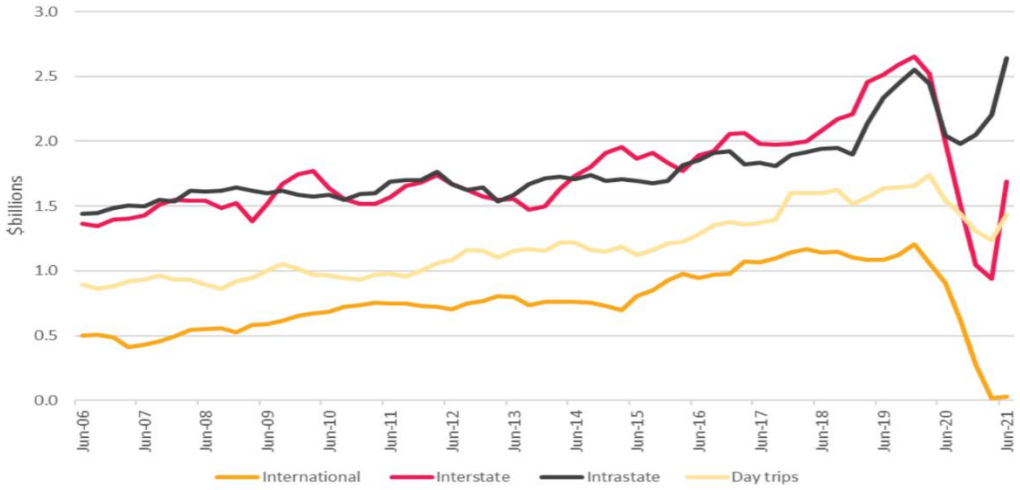
Source: ASEAN Database.

Figure 27: Tourism Collapse and Sluggish Recovery



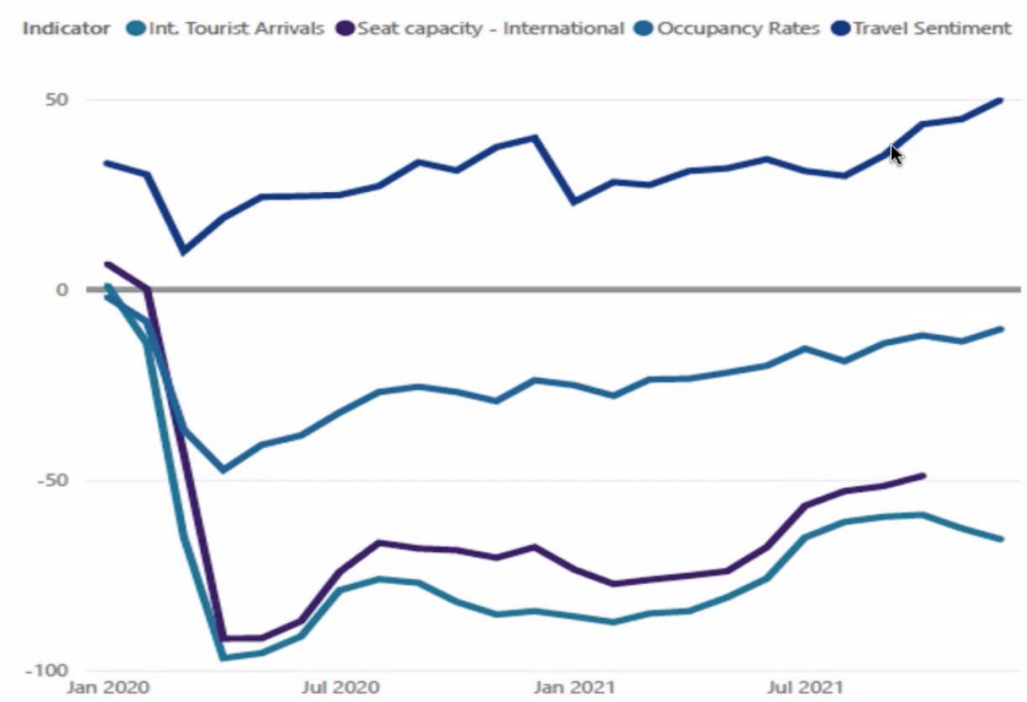
Sources: Figure A: CEIC Data Company; Ministry of Tourism. Republic of Maldives (https://www.tourism.gov.mv/ statistics/monthly updates/); Republic of Palau National Government (https://www.palaugov.pw/ visitor-arrivals/); Vanuatu National Statistics Office (https://vnso.gov.vu/index.php/newreleases/monthlynews/tourism-news#latest-tourism-news); Fiji Bureau of Statistics (https://www.statsfiji.gov.fj/index.php/statistics/tourism-and-migration-statistics/visitorarrivalsstatistics); Georgian National Tourism Administration (https://gnta.ge/statistics/); NagaCorp Ltd (https://www.nagacorp.com/ eng/ir/tourism.php); Census and Statistics Department. Government of Hong Kong SAR (https://www.censtatd.gov.hk/ hkstat/sub/sp130. jsp? productCode=D5600551); Tourism Tracker. Asia and Pacific Edition. Issue 4. 19 June 2020. International Monetary Fund (https://www.imf.org/-/media/Files/Countries/ResRep/pis-region/tourism-tracker/june-2020-tourismtracker. ashx? la=en). Figure B: International Air Transportation Association (https://www.iata.org/en/) (all accessed 31 August 2020).

Figure 28: Annual Tourism Expenditure (year ending in June) by Type, South Australia (A$ billion), 2006–2021



Source: South Australian Productivity Commission (2021).

Figure 29: Tourism Change by Indicator (%)



Source: United Nations World Tourism Organization Dashboard.[2]

[2] https://www.unwto.org/tourism-data/unwto-tourism-recovery-tracker

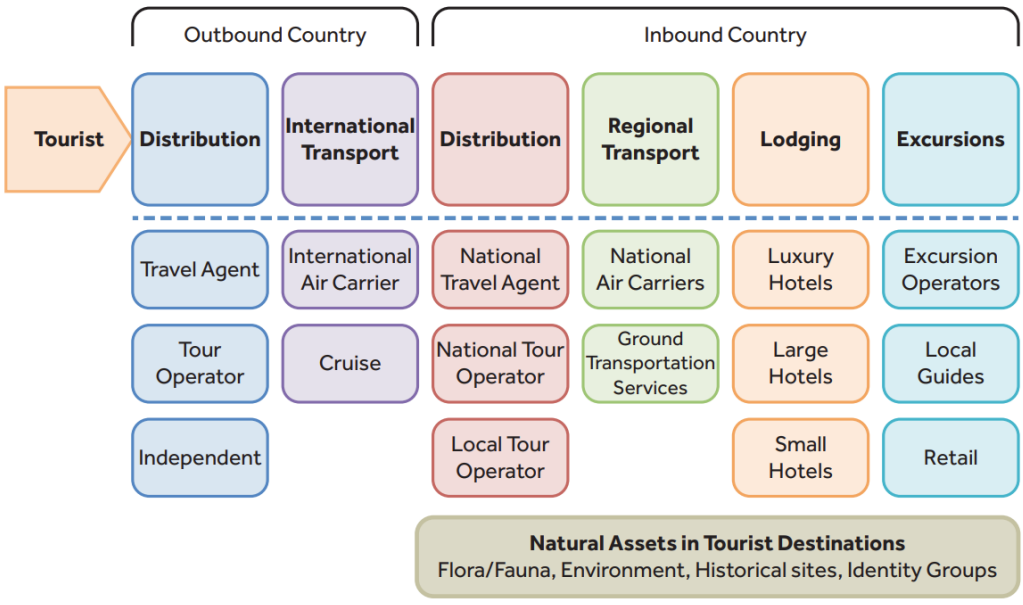
The COVID-19 pandemic has a direct impact on industries such as tourism in terms of lockdowns and restrictions on the movement of people by the affected countries. Since a large proportion of the tourism sector is based on the activities of small and medium-sized firms, they often lack the ability and resources to rebound quickly (Wu et al., 2020).

To control the spread of the pandemic, regulation policies have been widely implemented. A pandemic policy consists of three levels. The first level is controlling the movement of people by lockdowns and restrictions as well as nucleic acid testing. The second level is the increasing level of protection of individuals and the domestic economy. Vaccinations are required. Countries are trying to achieve a certain aggregate threshold – above 70% of the population – because affordable vaccination protection can reduce the need for hospitalisation and fatalities. Meanwhile, countries are trying to allocate healthcare infrastructure more efficiently. The third level is improving therapies, including COVID-19 pills and other therapies. This helps improve the chances of recovery. Home therapies rather than hospitalisation are allowed to reduce healthcare resources. It is important to shift towards endemicity (greater overlap with market activities). In addition, there are also concerns of the identification and policy responses to new variants. There is a policy gap with the identification of new variants, which is important and reflects a greater burden for health scientists.

The pandemic can also influence the global value chain (GVC). Value chains are defined as ‘the entire sequence of activities or parties that provide or receive value in the form of products or services (Averous-Monnery and Barthel, 2019). In a tourism context, the value chain starts with travel organisations and booking services and includes transportation, accommodation, food and drinks, tourist activities, and support services. Along with the tourism GVC, the decline of cross-border tourism can also affect many other related industries. Figure 30 gives the

structure of tourism GVC. Both the outbound country and inbound country are involved. According to the summary of the tourism GVC mentioned by Christian et al. (2011), there are two stages in the outbound country: the distribution stage and the international transport stage. The distribution stage is composed of the travel agent and tour operator. The international transport stage covers the carrier and cruise industry. In the inbound country, the tourism process includes distribution, regional transport, lodging, and excursions. The inbound country provides hotels, guides, and regional transport. During the pandemic, tourist arrivals decrease, and other related industries along the tourism value chain are seriously influenced.

Figure 30: Tourism Global Value Chain



Source: Christian et al. (2011).

The COVID-19 epidemic has had a huge negative effect on tourism industries both from the supply side and the demand side. From the supply side, tourism industries such as hotels and sightseeing tours have suffered heavy losses, and

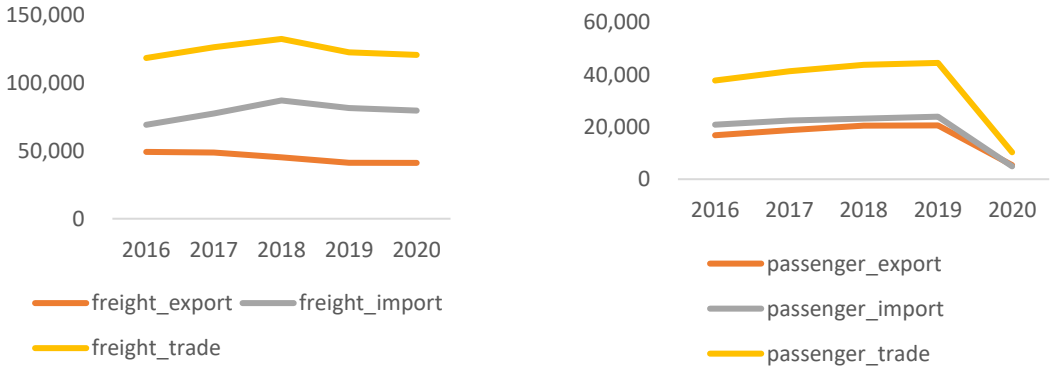
corporate cash flow has been tight. On the demand side, people's consumption was suppressed during the epidemic, and the expected economic downturn had a profound impact on people's desire to consume. China’s economy fell by 6.8% in the first quarter of 2020. At the end of 2021, tourism consumption was still not fully stimulated. The countries with tourism as the pillar industry suffer even more in the pandemic. For example, Thailand's tourism industry has been extremely impacted by the epidemic. According to relevant data from Thailand news, the tourist mass and income levels of more than 700 tourist spots in Thailand reached the lowest level in 2020. Many tourist places have been temporarily closed, including nearly half of the hotels. The opening rate of health care and pedicure places is only approximately 30%. Only 3% of entertainment venues can operate normally. According to the data published by the Ministry of Tourism and Sports of Thailand,[3] in 2020, there were only approximately 6.7 million tourists coming to Thailand, a decrease of 83% compared with 2019. Since Thailand implemented a state of emergency and banned international flights in late March 2020, the number of inbound tourists has been almost zero. To boost tourism, Thailand introduced a ‘special tourist visa’ in October 2020, allowing qualified long-stay foreign tourists to enter, but it came to mute effects. In the last quarter of 2020, there were only 10,800 inbound tourists to Thailand. In mid-December 2020, a new round of the epidemic broke out in Thailand, which worsened the local tourism and related services industries. According to the report by the National Tourism Administration of Thailand, the new round of epidemics could cause an average monthly loss of B46 billion (approximately $1.5 billion) and a quarterly loss of more than B130 billion (approximately $4.3 billion).

[3] https://www.mots.go.th/news/category/593

4.1.2. Impacts on Transportation

The pandemic also has had a severely negative impact on transport services trade, both on freight trade and passenger trade. Figure 31 shows the trend of freight transport services and passenger transport services in the eight main RCEP countries.[4] After 2019, both freight imports and freight exports of the eight countries dropped slightly. In contrast, the decrease in passenger transport trade was dramatically influenced by the pandemic in 2020. Both the export and import of passenger transport decrease substantially, even lower than the level in 2010.

Figure 31: Transport Trade Value of Eight Countries ($ million)



Source: WTO Database.

The reason why transport trade has decreased can be summarised in two aspects. The reasons for passenger transport have been mentioned in the tourism subsection, that is, travel restrictions and quarantine policies. The rise in freight rates and the shortage of containers are important reasons for the decline of freight trade. Due to the serious situation in some countries, ports have been blocked, and shipping is seriously hindered. A large number of container ships are not running

[4] Due to the data availability, we select Australia, Cambodia, Indonesia, Japan, the Republic of Korea, Malaysia, Philippines, and Thailand.

smoothly. Ship congestion can be a serious problem. Oceanbolt data[5] show that on 20 August 2021, the number of bulk carriers waiting for loading and unloading along China's coast reached 994, rising to a 7-year highest level. The main reasons for port congestion include the gradual enlargement of ships, the inefficiency caused by the shortage of port infrastructure and dock workers, imperfect warehousing facilities, the lack of infrastructure for port-rail intermodal transport and port-road intermodal transport, and the congestion of multimodal transport networks. Congestion at the port has contributed to a drop in transport punctuality, which will affect the stability of the global supply chain. According to statistics, the punctuality rate of arrivals and departures of global trunk routes and the punctuality rate of receiving and dispatching services dropped from 70% before the pandemic to below 20% in 2021. Major container ports in China and other countries are generally delayed. The punctuality rate has dropped to lowest level. For example, the transit time from Shanghai to the West Coast of the United States has increased from 30 days to 60 days.

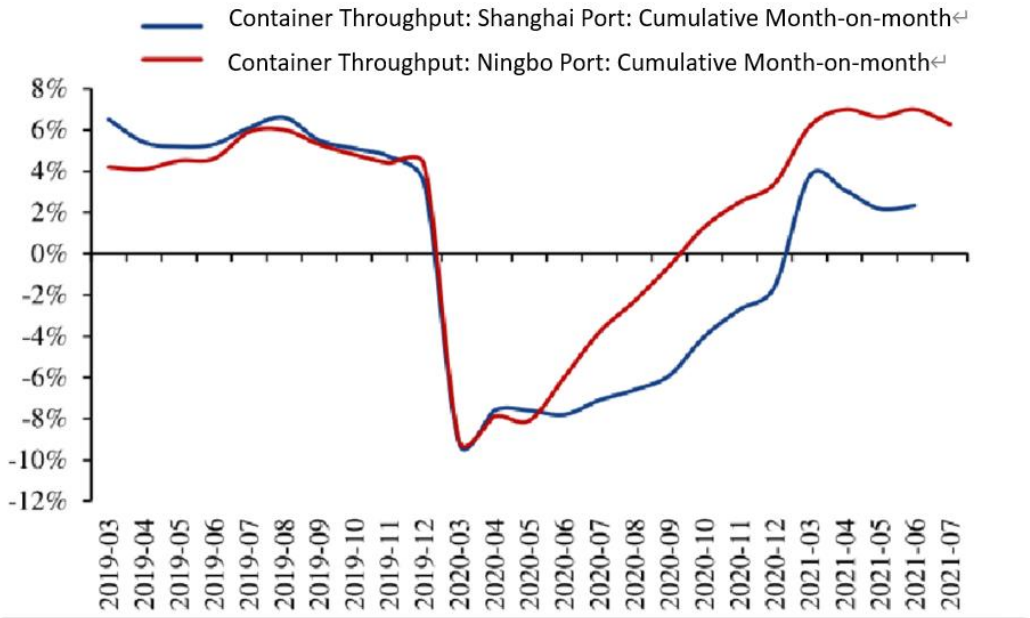
A large drop in punctuality leads to poor container transport efficiency. Taking China as an example, according to China Yuekai Securities Company's Research Report (2021),[6] China's main international transportation mode is ocean shipping, which occupies approximately 95% of international transportation. The majority of China's export goods are intermediate products and final goods of manufacturing, which are mainly transported in containers. Since 2020, the growth rate of container throughput at major ports has been significantly lower. Monitoring data from the China Port Association showed that the container throughput of the eight major hub ports increased by an average of 6% in early September 2021, which was

[5] Oceanbolt is a Norwegian joint venture company providing innovative market data solutions for commodities and shipping operations.

[6] https://max.book118.com/html/2021/1014/7122111105004022.shtm

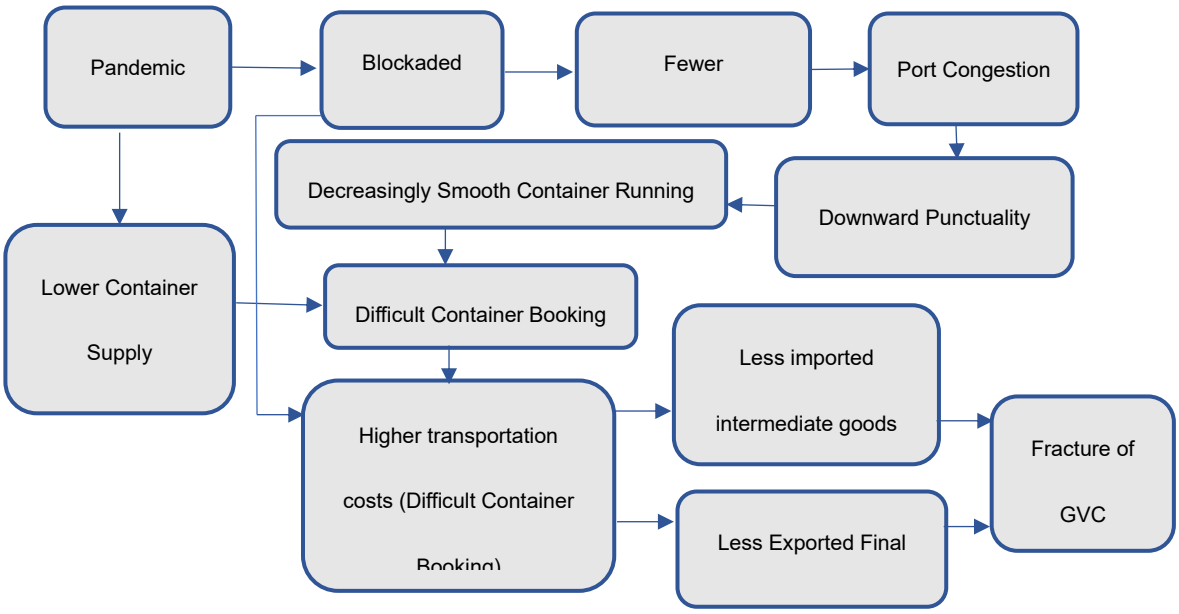
significantly lower than the growth rate of imports and exports in the same month in 2019. In Shanghai and Ningbo, the 2-year compound average growth of container throughput in the first half of 2021 was 2.3% and 7%, respectively. Figure 32 shows the throughput of Shanghai Port and Ningbo Port. The low container throughput naturally leads to 'hard to find one container'. A shortage of containers will result in a higher freight rate, which can damage the global value chain. On the one hand, the rising freight rate makes the final products of export firms unable to be shipped and delivered, which leads to increased storage expenses and slow sales receipts. On the other hand, it leads to the shortage of intermediate inputs for production. Both of them have fractured the global value chain. Figure 33 gives the relationship between the pandemic, container transport, trade cost, and global value chain.

Figure 32: Container Throughput of Shanghai Port and Ningbo Port



Source: Yuekai Securities Company's Research Report (2021).

Figure 33: Pandemic, Transportation Cost, and Global Value Chain



Source: Authors.

4.2. Measures to Promote TST in RCEP

4.2.1 Movement of Personnel

TST heavily relies on the movement of personnel (mode 4) to maintain competitiveness in the region. Since 2020, restrictions on the movement of people have been the main restrictions on the development of both tourism trade and transport services trade. Under the conditions of proper control and prevention measures for the pandemic, restrictions on the movement of people across borders should be gradually reduced. The lowering of the pandemic situation relies on favourable prevention and control measures.

(a) Countries need to build herd immunity. Therefore, countries should actively promote the popularisation of vaccines. To improve the efficiency of personal movement, the RCEP countries should strengthen the mutual recognition

of vaccines between countries and simplify the vaccine approval process. It is necessary to establish the identification and mapping of cities and regions with high vaccination rates.

(b) Countries should also manage the protocol on pandemic restrictions on tourism industries. For example, special business visas with multiple entries that include vaccination details should be popularised. For general tourism, more city-to-city links should be established, such as direct flights to Melbourne, Sydney, Phnom Penh, Siem Reap, Singapore, Jakarta, and Bangkok.

(c) Governments should encourage the development of new tourism products and improve tourism quality to attract more visitors. Digital transformation is critical in the domestic economy. The MICE (meeting, incentives, conferences, and exhibitions) industry will transform into digital and hybrid conferences and exhibitions. A COVID-19 tracking app can be adopted.

(d) East Asian countries should gradually open up and restore road, air, and shipping routes. Countries are also supposed to establish green channels to facilitate the movement of natural persons to re-energise the transportation and tourism industries.

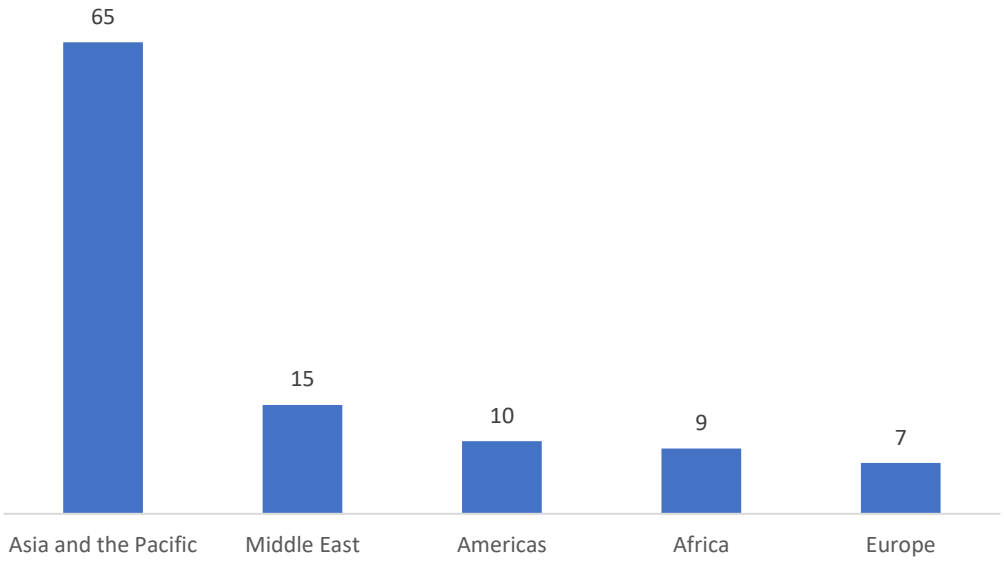
(e) An international medical cooperation for health emergency response mechanism should be established. The role of public and private partnerships and coordination between the aviation, medical, and insurance industries, travel insurance, and medical healthcare are critical.

RCEP will play an important role in the recovery of regional tourism. Even if tourism has recovered to some extent worldwide, border restrictions still need to be reduced, especially in Asia. The global border restriction increased drastically in early 2020 and dropped in the middle of 2020 (World Tourism Organization[7]). As

[7] https://www.unwto.org/tourism-data/unwto-tourism-recovery-tracker

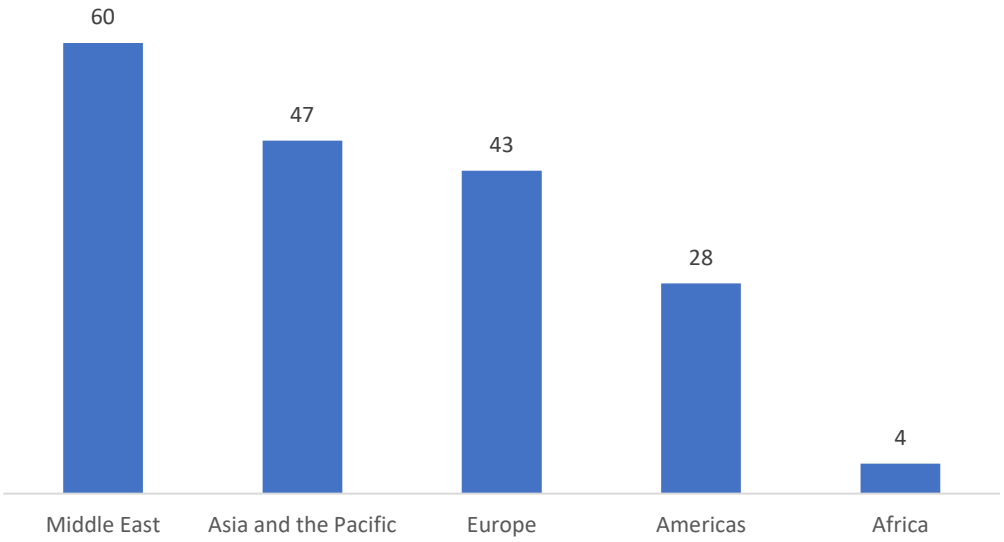
of 2021, border restrictions still existed. Figure 34 shows the border restrictions in different regions in 2021. It is relatively high in Asia and the Pacific compared to other regions. Even so, the travel sentiments are high in terms of Asia and the Pacific as destinations. Travel sentiments after March 2020 are increasing (World Tourism Organization). Figure 35 presents travel sentiments in terms of destination, including different regions in the world. It is relatively high when the destination is the Middle East, Asia, and the Pacific. There is a gap between high travel sentiment and the restriction of people movement. Tourism recovery in the region will be slow and uneven. As a result, regional coordination in RCEP is required to promote the movement of people. For example, under RCEP, there are no restrictions on travel agencies in China. With regard to the movement of natural persons, the hotel sector allows foreign managers, experts, including chefs and senior managers who have signed contracts to provide services in China on the basis of horizontal commitments. To promote the movement of those people, visa procedures are expected to be simplified. However, in the RCEP commitments, some countries still have restrictions on service providers, including service scope and time restrictions. According to China's Schedule of Specific Commitments on Temporary Movement of Natural Persons, the contractual service supplier (CSS) could temporarily enter and shall not stay over 1 year. The services provided by CSS are limited to specific sectors, including accounting, medical and dental, architectural, engineering, urban planning, computer and related services, construction and related engineering services, education, and tourism. To promote the movement of natural persons, more industries should be covered.

Figure 34: Border Restrictions in Different Regions (%)



Source: World Tourism Organization.

Figure 35: Travel Sentiments in Terms of Destination in Different Regions (%)

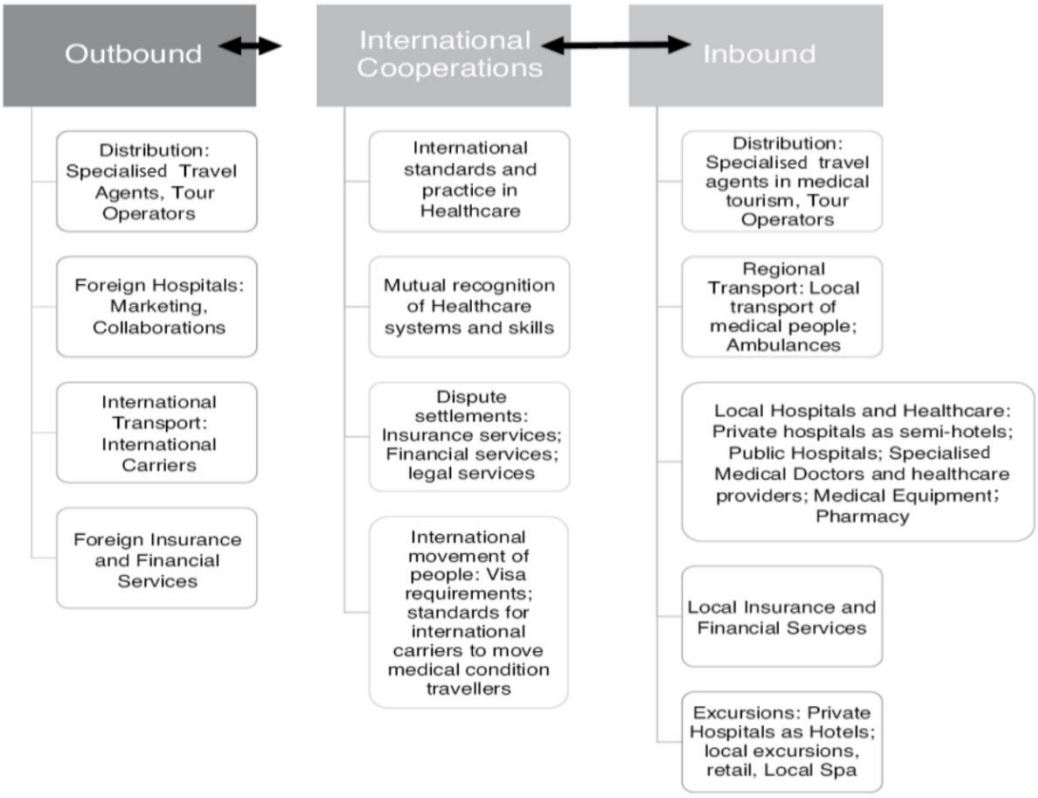


Source: World Tourism Organization.

4.2.2. Global Value Chains and International Cooperation in RCEP

International cooperation should be strengthened. Some studies acknowledge that activities related to services in global value chains (GVCs) are important for maintaining the competitiveness of trade and investment (Kimura, 2018; Miroudot, 2019; Gereffi and Fernandez-Stark, 2016; Baldwin, 2012; Thangavelu, Ing, and Urata, 2015). Services are important input sources for multinational firms to reduce their cost of production and improve productivity by outsourcing inefficient activities. (Lodefalk, 2014). The GVC framework, on the other hand, illustrates the complete production processes and linkages of manufacturing activities between countries, allowing policymakers to develop suitable regulations (Kimura et al., 2019). The RCEP countries should strengthen their value chain. Services activities are also becoming vital for domestic industries to participate in global production value chains. First, countries need to integrate different stages of the global value chain and innovate in stages of the GVC to attract foreign visitors. For example, countries can develop medical tourism, which has become popular in recent years. Foreign visitors can receive medical care or plastic surgery when traveling to the Republic of Korea. Figure 36 gives the details of international medical tourism. In medical tourism, outbound countries provide agents and financial services. Inbound countries provide local hospitals, local insurance, etc. International cooperation plays an important role during this process. Countries with high-quality medical resources can develop medical tourism to stimulate tourism in the pandemic era. Moreover, under the threat of global value chain fracture, countries should develop domestic and regional value chains to offset international risk. For example, in the circumstances where international tourism suffered, China developed domestic travel like short-distance skiing during the 2022 Winter Olympics, which stimulated the tourism industry and the whole economic development.

Figure 36: Medical Tourism Structure



Source: Kimura et al. (2019).

The RCEP countries need to cooperate along the GVC stage to promote TST. Regarding tourism trade, according to Figure 36, both the outbound country and the inbound country are involved in the tourism global value chain. Outbound countries are responsible for distribution and international transport. To promote the distribution stage, which is composed of travel agents and tour operators, countries are supposed to train professional guides and simplify the registration process for tour operator companies. For transport services trade, the international transport stage covers the carrier and cruise industry; thus, the RCEP countries can establish multinational cruise organisations. For passenger transport, services in airports and ships need to be improved. RCEP could provide the regional cooperative framework to increase the competitiveness of the traditional services sector in the

GVC by focusing on (i) digitalising some of the traditional services trade, (ii) increasing the technical capacity of the labour force in the traditional services, (iii) creating a new 'pandemic' protocol for movement of people at the regional level, and (iv) green tourism. In addition, the RCEP meetings related to tourism development are needed. For example, the 25th Meeting of the ASEAN Tourism Ministers on 19 January 2022 in Sihanoukville, Cambodia endorsed the importance of tourism, and an RCEP level meeting such as this is needed.

4.2.3. Digital Technology and Transport Sectors

Countries should actively develop digital technologies to improve the efficiency of international transport and tourism. Activities related to information and communication technologies, transportation, and logistics are regarded as important linkages that facilitate global production networks (Lodefalk, 2014). Firms are rapidly shifting to develop or expand their digital capabilities to manage highly altered supply and demand pressures. The present value chain and the new economy show some characteristics related to logistics, such as ‘small batch, multiple batches, short time, and high requirements’. To adapt that, digital technology should be fully utilised to integrate the regional value chain in RCEP (Elms, 2020). Companies in the shipping industry need to take advantage of big data, cloud computing, and intelligence. By these means, the management of the transport supply chain can be strengthened, and the level and efficiency of services industries can be improved.

International cooperation on logistics and transportation is critical. The role of public and private partnerships is critical in digital technology and transportation, including smart logistics and artificial intelligence, in the logistics sector to manage the movement of people issues. Domestic reforms for the movement of goods are necessary, including evaluating the movement of goods across state borders and the

digital transformation of the logistics sector, which will be critical for the development of critical services in the recovery process, for example, e-commerce.

RCEP is promoting the liberalisation of transport services trade. Under RCEP, China opened 18 subsectors in transportation services. The two subsectors, the maritime services agency and freight transportation by road in trucks or cars, are completely open. Regarding maritime cargo handling services, customs clearance services for maritime transport, container station and depot services, and passenger transportation, the RCEP members face no restrictions on entering the Chinese market in the form of commercial presence. To improve the efficiency of establishing a commercial presence for foreign transport services providers, host countries should simplify the company registration process. Due to the increase in freight rates caused by container shortages, countries should take measures to guarantee the normal production and operation of containers. Meanwhile, more dock workers should be hired to improve the efficiency of loading and unloading. In addition, countries are supposed to promote international cruise cooperation. At present, some of the RCEP member countries still focus on forming their own fleets. It is also necessary for individual countries to form a joint force within RCEP.

References

Averous-Monnery, S. and M. Barthel (2019), 'How to Map Tourism Value Chains and Identify Key Actions', *One Planet.* https://www.oneplanetnetwork.org/sites/default/files/from-crm/tourism_value_chain_mapping_methodology_v0.8_-_17_april_2019_.pdf.

Baldwin, R. (2012), 'Global Supply Chains: Why They Emerged, Why They Matter, and Where They are Going', *CEPR Discussion Paper 9103,* London: Centre for Economic Policy Research.

Christian, M., K. Fernandez-Stark, G. Ahmed, and G. Gereffi (2011), 'The Tourism Global Value Chain: Economic Upgrading and Workforce Development', in G. Gereffi, K. Fernandez-Stark, and P. Psilos (eds.), *Skills for Upgrading, Workforce Development and Global Value Chains in Developing Countries.* Duke Center on Globalization, Governance and Competitiveness, pp.276–80.

Elms, D. (2020), 'Digital Trade in the Asia-Pacific: Issues for 2021 and Beyond', Hinrich Foundation.

Fernandez-Stark, K. and G. Gereffi (2019), 'Global Value Chain Analysis: A Primer', in S. Ponte, G. Gereffi, and G. Raj-Reichert (eds.), *Handbook on Global Value Chains.* Edward Elgar Publishing, pp.54–76.

Hoekman, B. (1995), 'Tentative First Steps: An Assessment of the Uruguay Round Agreement on Services'. https://papers.ssrn.com/sol3/papers.cfm?abstract_id=636162.

Kimura, F. (2018), 'Unbundling Regimes and Development Strategies in ASEAN: Old Issues and New Challenges', *Journal of Southeast Asian Economies,* 35(1), pp.13–21.

Kimura., F, S.M. Thangavelu, C. Findlay, and L. Chen (2019), 'Introduction: Services Supply Chain – The Impact on Trade and Development in East Asian Countries', *Journal of Southeast Asian Economies,* 36(2), pp.141–52.

Lodefalk, M. (2014), 'The Role of Services for Manufacturing Firm Exports', *Review of World Economics,* 150, pp.59–82.

Miroudot, S. (2019), 'Services and Manufacturing in Global Value Chains: Is the Distinction Obsolete?', *ADBI Working Paper 927*, Tokyo: Asian Development Bank Institute.

Qiu, Y., and Y. Gong (2021), 'Industrial Linkage Effects of RCEP Economies' Imports of Producer Services on Manufacturing Advantages', *Plos One*, 16(7), e0253823.

Song, Z., and S. Zhu (2021), 'The Impact of RCEP on East Asian Regional Economic Cooperation and the Countermeasures in the Post Epidemic Era', *International Trade,* (05),71–9+89. (in Chinese).

South Australian Productivity Commission (2021), *Tourism Regulation Review: Draft Report.* Adelaide, South Australia: Government of South Australia.

Thangavelu, S. M., L. Y. Ing, and S. Urata (2015), 'Services Productivity and Trade Openness: Case of ASEAN', *ERIA Discussion Paper 56*, Jakarta: Economic Research Institute for ASEAN and East Asia.

Wu, W., Q. Su, C. Li, C. Yan, and G. Gosgor (2020), 'Urbanization, Disasters, and Tourism Development: Evidence from RCEP Countries', *Sustainability,* 12(3), 1221.

Zhang, C., and P. Chen (2022), 'Applying the Three-stage SBM-DEA Model to Evaluate Energy Efficiency and Impact Factors in RCEP countries', *Journal of Energy,* 241, 122917.

ERIA Discussion Paper Series

No.	Author(s)	Title	Year
2022-15 (No. 444)	Wenxiao WANG, Shandre THANGAVELU	Trade Facilitation in RCEP Countries	September 2022
2022-14 (No. 443)	Jane KELSEY	Opportunities and Challenges for ASEAN and East Asia from the Regional Comprehensive Economic Partnership on E-Commerce	September 2022
2022-13 (No. 442)	Kazunobu HAYAKAWA	How Preferential Are RCEP Tariffs?	September 2022
2022-12 (No. 441)	Hanns Günther HILPERT	The Regional Comprehensive Economic Partnership Agreement and Europe: Impact and Implications	August 2022
2022-11 (No. 440)	Shandre M THANGAVELU, Shujiro URATA, Dionisius A NARJOKO	The Post COVID-19 and RCEP: Pandemic Recovery in East Asia	August 2022
2022-10 (No. 439)	Innwon PARK	Comparison of the Regional Comprehensive Economic Partnership (RCEP) and Other Free Trade Agreements (FTAs)	August 2022
2022-09 (No. 438)	Aladdin D. RILLO, Anna Maria Rosario D. ROBENIOL, Salvador M. BUBAN	The Story of RCEP: History, Negotiations, Structure, and Future Directions	August 2022
2022-08 (No. 437)	Rafaelita M. ALDABA, Angel Derrickvhel QUEJADA	FDI Spillover Effects: Evidence from the Philippines	August 2022
2022-07 (No. 436)	Archanun KOHPAIBOON, Juthathip JONGWANICH	Changes in Trade and Investment Policies in Thailand and the Implications for Medium-term Growth	August 2022
2022-06 (No. 435)	Mireya SOLIS	Heyday of Asian Regionalism? The Implications of the Regional Comprehensive Economic Partnership for the United States	August 2022
2022-05 (No. 434)	Zhang YUNLING	China and the Regional Comprehensive Economic Partnership: An Economic and Political Perspective	August 2022
2022-04 (No. 433)	Shiro ARMSTRONG	Australia's Interests in East Asia's Regional Comprehensive Economic Partnership	August 2022
2022-03 (No. 432)	Sasidaran GOPALAN, Ketan REDDY	What Determines Interfirm Trade Credit? Empirical Evidence from the ASEAN	June 2022

ERIA discussion papers from the previous years can be found at:

http://www.eria.org/publications/category/discussion-papers