# Transport Disruptions and their Impacts on Supply Chains Model & Application to Tanzania

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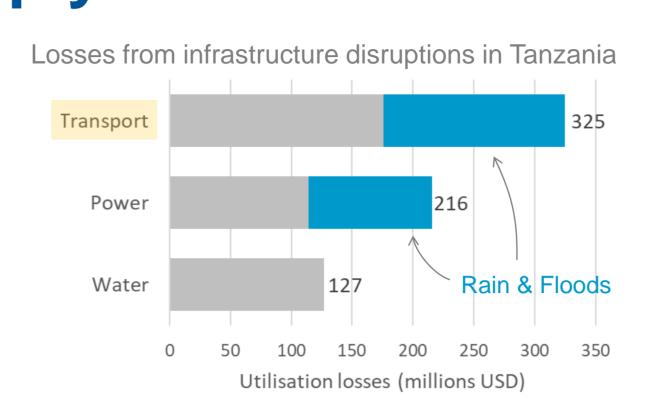


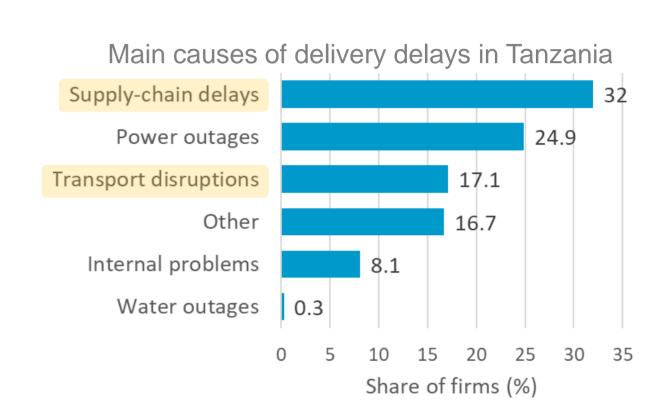
#### Disaster ► Disrupts transport ► Perturbs supply chains ► Economic losses

- Transport is often the first infrastructure to get disrupted when a disaster hits (e.g., flood, landslide, earthquake).
- Transport is crucial for supply chains.

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• Disruption at one point of the supply chain can propagate across sectors and regions.

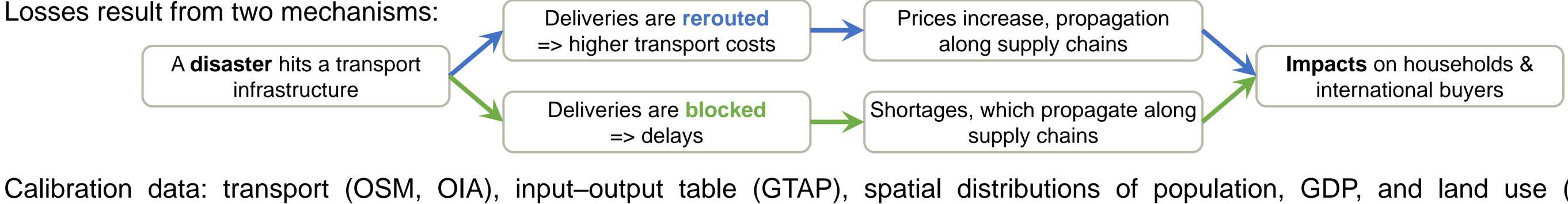




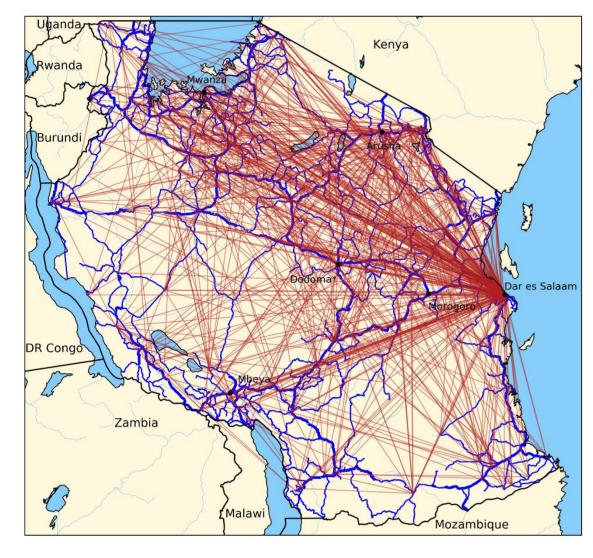
### The model brings together transport modeling & input-output macroeconomic analysis

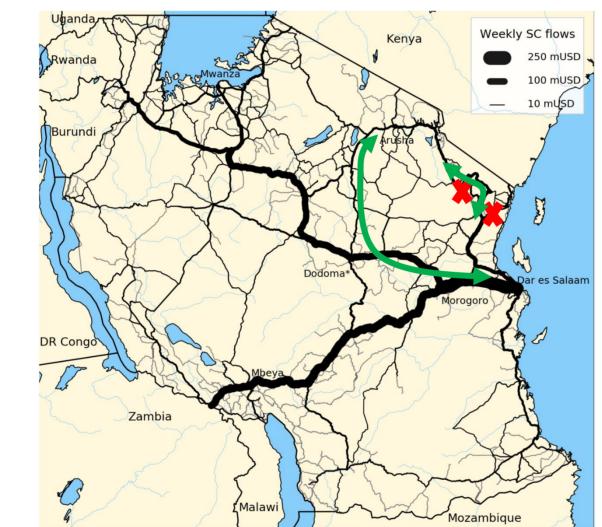
We build a dynamic, agent-based, and spatially-explicit supply-chain model which is fully embedded in the transport network

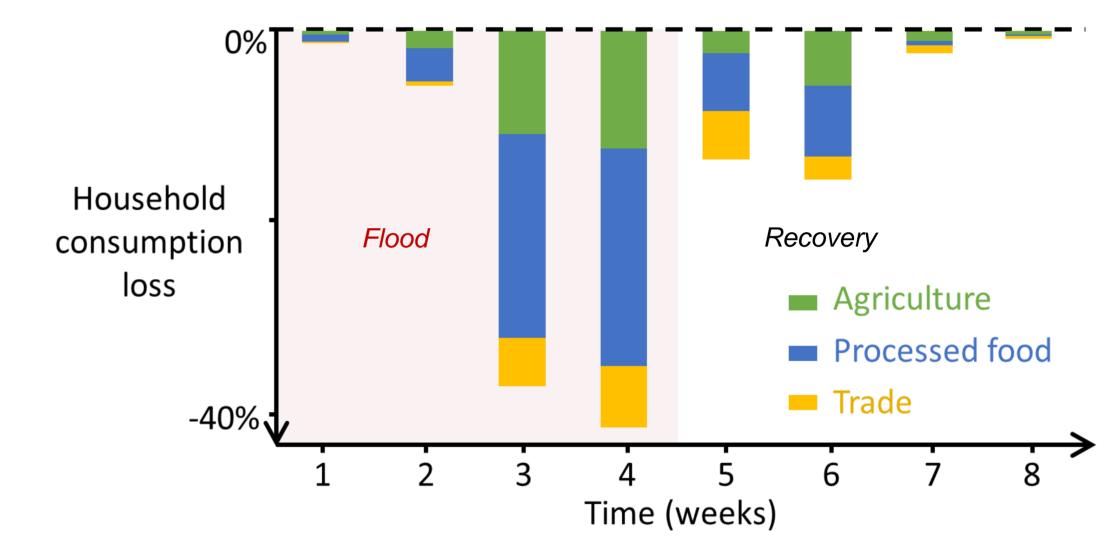
- A set of firms namely one per sector is modeled on each node of the transport network.
- Firms buy inputs from and sell outputs to (i) other firms located in other nodes, (ii) firms abroad, (iii) households. They use inventories.
- Products are delivered using the lowest-cost path on the transport network.



Calibration data: transport (OSM, OIA), input-output table (GTAP), spatial distributions of population, GDP, and land use (CIESIN, RCMRD), listing of firms (Tanzanian authorities), dedicated survey to 800 Tanzanian firms (World Bank)





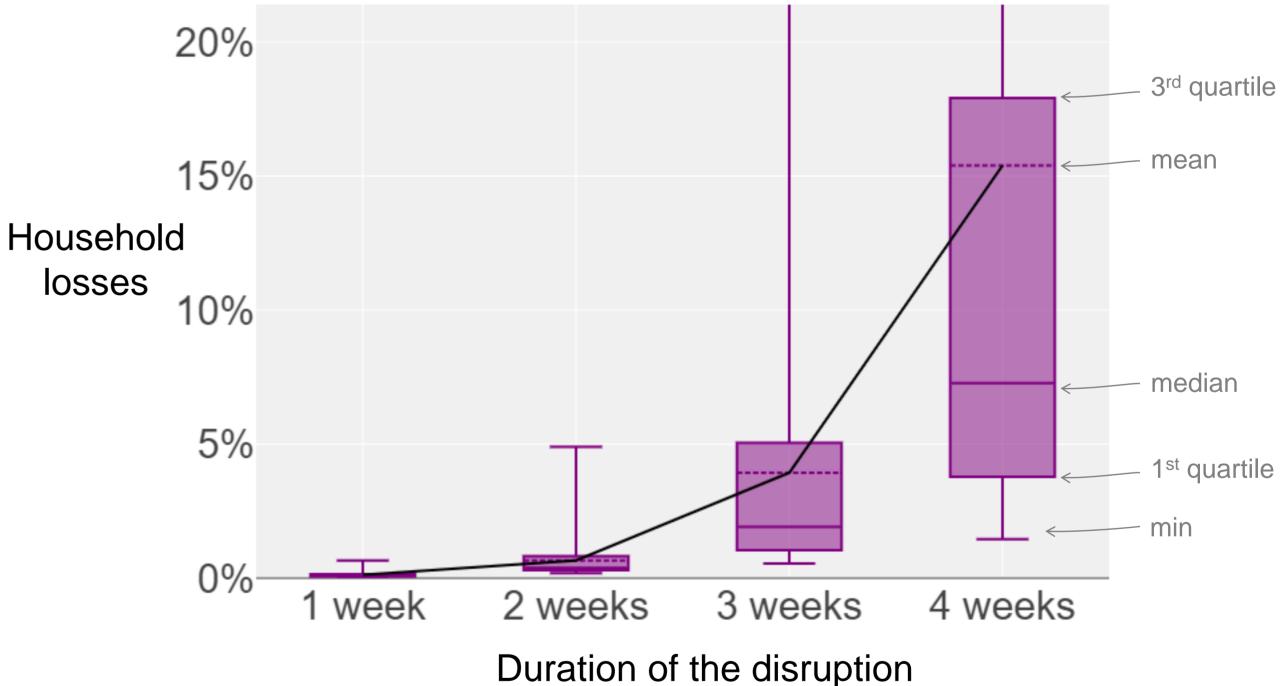


#### Criticality varies with the type of supply chains

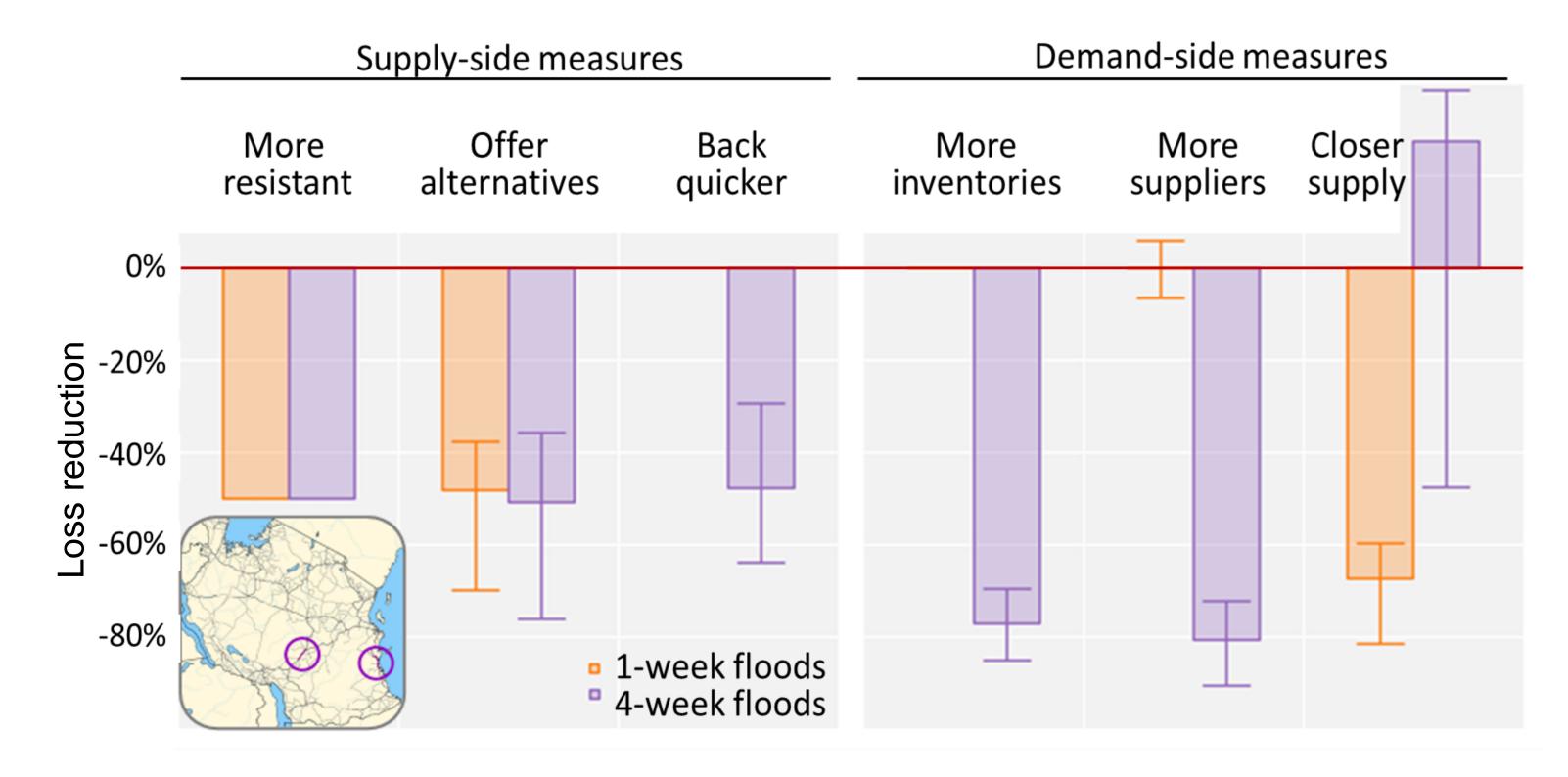




# Shocks get exponentially amplified



## Resilience can be improved through supply and demand-side measures



Supply-side = offer better transport in critical corridors

- Strengthen the quality of roads
- Build alternative pathways
- Improve preparedness to repair quicker

Demand-side = manage how firms use transport

- Larger inventories
- More suppliers for the same inputs
- Shorter supply chains

The model can test both types of measures and helps widen the spectrum of resilience policies.