

Policy Dialogue on Strengthening Transport Connectivity among the South and South-West Asian Countries

Organized jointly by
United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)
and
Bangladesh Institute of International and Strategic Studies (BISS)
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Report

The Policy Dialogue on Strengthening Transport Connectivity among the South and South-West Asian Countries, a collaborative initiative of the UNESCAP and the BISS, was held in Dhaka, Bangladesh on 26-27 June 2013. Policy makers, government officials including members of diplomatic corps, representatives of think tanks, academia, NGO, and transporters and logistics organizations from Afghanistan, Bangladesh, Bhutan, India, Islamic Republic of Iran, Nepal, Pakistan and Turkey attended the meeting. Officials of the SAARC, ECO, World Bank, ADB, Asian Institute of Transport Development, JICA, AusAID and DFID also participated in the dialogue.

The programme is at Annex I. The list of participants is at Annex II.

Key Conclusions and Recommendations

1. The Policy Dialogue recognized that poorly developed land transport links in the region were constraining regional economic integration. This region was better connected with Europe and North America than with itself. As a result the trade costs are high and the benefits of geographical proximity and contiguity are not available to the region's trade. Poor transport connectivity has not allowed the region to develop regional production networks and has cost it dearly in terms of loss of economic opportunities. South and South-West Asia has also not been able to exploit its strategic location at the cross-roads of Asia and the Pacific region because of its poor connectivity.
2. The Policy Dialogue stressed that enhancing transport connectivity was essential for economic and trade development, closing development gaps, economic and social integration and strengthening of countries' competitiveness.
3. The Policy Dialogue noted the existence of missing links and substandard infrastructure, as well as the non-physical barriers impeding cross-border and transit transport in South and South-West Asia. The connectivity in the region also suffers from other challenges such as perceptual barriers, determination of transit fees, security and smuggling concerns, and lack of mutual trust.
4. The Policy Dialogue was of the view that, at a basic level, the transport networks of the South and Southwest countries are linked and could be used for operations of cross-border and transit transport with enhanced transport facilitation. This could pave the road for improvement of infrastructure, construction of missing links, and support future investments in infrastructure development.
5. The Policy Dialogue noted the initiatives and on-going efforts made by the South and Southwest Asian countries and their development partners for enhancing transport connectivity in this subregion including those by regional organizations such as UNESCAP, SAARC, ECO, ADB, the World Bank, among other organizations.
6. The Policy Dialogue welcomed the UNESCAP proposal of formulation of a master plan on strengthening transport connectivity of South and Southwest Asia. Such a connectivity master plan of South and South-West Asia should cover not only strengthened connectivity between the countries of the region but also their connectivity with other subregions.

7. The Policy Dialogue emphasized the importance of exploiting synergies between different modes of transport, by road, rail, inland waterways and sea, and also central role of seaports and dry ports through inter-modal and transit transport in the proposed master plan.
8. The Policy Dialogue also suggested involving all relevant stakeholders in the process of the formulation of the proposed master plan, including government agencies, business sector, think-tanks and non-governmental organizations. The trade sector needs to be involved in the dialogue on transport connectivity to better incorporate its perspective as key user of transport.
9. The Policy Dialogue recommended further elaboration on the potential and tangible benefits from enhanced transport connectivity, to be used by the member countries for promotion of transport connectivity.
10. The Policy Dialogue recommended UNESCAP to continue such dialogue process backed by strong analytical inputs and policy advocacy for strengthened connectivity and extending it to ground level to increase the public awareness of the criticality of transport connectivity including through creation of networks of think-tanks and individual experts among other outreach activities. The importance of training and capacity-building in the region including for employing new technology for facilitating cross-border movements and transit facilitation was also emphasized.

Summary of Proceedings

In what follows highlights of different presentations and interventions made at different sessions of the policy dialogue are summarized.

1. Inaugural Session

Maj. Gen. Sajjadul Haque, Director-General, BISS stressed that proper transport connectivity is necessary for ensuring diversification of the economy together with trade and regional integration. Globalization demands a transport system that transcends national borders. For a meaningful cooperation in the field of investment, production and services in the region of South and South-West Asia, opening up of borders and movement of goods and services should be the first step to consider with greater emphasis. The lack of efficient operational transport connectivity due to cumbersome border clearance procedure and inefficient arrangements for cross border and transit transport is the main reason behind the low intra-regional and intra-sub regional trade in South and South-West Asia. In the post-crisis global scenario, regional connectivity has a significant importance for the dynamism of the region. Establishment of strong transport connectivity would assist to balance the development of the countries that are lagging behind.

Dr. Nagesh Kumar, Director, UNESCAP, South and South West Asia Office, New Delhi, and Chief Economist, UNESCAP, argued that the external economic context had changed dramatically in the past few years in the aftermath of the global financial crisis that required a rebalancing in favour of regional economic integration as the centre of economic gravity is moving towards the East. South and South-West Asia were amongst the least integrated regions of the world. An important constraint to deeper regional integration was poorly developed land transport links in the region. This region is better connected with Europe and North America than with itself which meant that the trade costs were high and the benefits of geographical proximity and contiguity were not available to the region's trade. Poor transport connectivity did not allow the region to benefit from production networking and to exploit its strategic location at the cross-roads of Asia and the Pacific. The establishment of greater transport connectivity will facilitate intraregional trade, energy and food security and people to people contact. With the establishment of its South and South-West Asia office, UNESCAP was now focusing greater attention on the subregion and had launched a work programme to push the agenda of transport connectivity of the region.

Dr. Mashiur Rahman, Economic Adviser to the Prime Minister of Bangladesh, argued that by joining the Asian Highway Network (AH) and the Trans-Asian Railway Network (TAR) recently, Bangladesh came out of the nervous isolation of the past. Connectivity, including transit, should be seen in the context of broad long term cooperation and is welfare enhancing for all cooperating countries, and augments public revenues. He made a case for stronger connectivity in the context of long-term cooperation among South and South-West Asian countries, to advance progress towards a common economic space which may lead to large cross-border investment in relatively smaller

economies. Bangladesh, Bhutan and Nepal may initiate trilateral agreements for replacing the current bilateral agreements to accelerate the removal of the trade-obstructive rules and procedures. The UN and the multilateral financial institutions can assist the sub-regional countries with mobilization of resources and professional and technical support for strengthening connectivity because of their apolitical nature. Among the multilateral treaties, UNCLOS and GATT allow right and freedom of access to the sea by the most convenient international route. The Custom Act 1969 of Bangladesh is explicit in allowing transit back into the country of origin. On the cost-sharing and pricing issues related to transit he mentioned that the cost of transit should be set such that the provider does not subsidize the transit-user and recovers the cost plus reasonable profit or rent. Transit charges are not for revenue and protection. Likewise, discriminatory pricing is inconsistent with the free-trade principle of GATT. Price discrimination goes against contestable market features of the transit market. In addition to trade facilitation measures, immigration rules and procedures may be simplified and harmonized progressively and efforts made to remove multiple checks and trans-shipments at each border and other trade obstructions to creating the common economic space.

Maj Gen (Retd.) Tarique Ahmed Siddique, Defence Adviser to the Prime Minister of Bangladesh, stated that strengthening transport-connectivity would serve the interests of all the countries of South and South West Asia in promoting investment, exports, industrial production and growth in the region and help it confidently face challenges such as financial volatility, natural disasters, epidemics, food and energy insecurity, adverse impacts of climate change. As a part of its desire to develop connectivity in the region, Bangladesh's government has taken major initiatives to develop relations with neighbouring countries for facilitating cooperation through connectivity and gain economic benefits in recent years including through Asian Highway. The endeavour to revive the historic Silk Route in the region was important but attention needs to be paid to security concerns while extending connectivity.

Ambassador Munshi Faiz Ahmad, Chairman, BISS, stressed on the importance of connectivity on global and regional agenda as a tool for promoting trade and commerce, and enhancing interaction, cooperation and understanding among peoples in different countries and regions. For promoting a universal and global connectivity by ensuring seamless linkages across countries and regions in all directions, countries in the region need to agree on universally acceptable, user-friendly and easy regimes for visa and transit of goods, services and people across borders and to harmonise standards, customs, immigration, banking and other procedures.

2. High-level Panel on Potential and Prospects of Strengthened Transport Connectivity in South and South-West Asia

Potential and prospects of strengthening transport connectivity in South and South-West Asia

Dr. Nagesh Kumar mentioned that a number of initiatives had been taken to strengthen connectivity and regional cooperation under overlapping frameworks of SAARC, ECO, BIMSTEC and bilateral and trilateral arrangements. But there was a case for integrated approach to transport corridors to maximize network externalities. The extended transport corridors could provide a major boost to landlocked economies of the region besides helping South and South-West Asia emerge as a hub of East-West trade. UNESCAP SSWA Office has proposed two potential transport corridors in South and South-West Asia that can be developed taking advantage of initiatives taken in ECO and SAARC contexts utilizing existing infrastructure viz. Turkey-Iran-Pakistan-India-Bangladesh-Myanmar (TIPI-BM) road corridor along Asian Highway routes, and Istanbul-Tehran-Islamabad—Delhi-Kolkata-Dhaka container train corridor along the Trans-Asian Railway routes. These corridors have the potential to make every country in the region as a transport hub and help the region re-emerge as a hub of East-West trade that it was in the times of Silk Route.

Potential of Inland Waterways

Amb. Tariq Karim, High Commissioner of Bangladesh in India said that South Asia is the land of rivers with 54 shared rivers and the objective should be to make these rivers 'rivers of cooperation'. The Brahmaputra basin (Bangladesh, India and Bhutan) and the Ganga Basin (India, Nepal and Bangladesh) could be considered for development. An arrangement for shared development will be challenging considering the political dynamics of sharing river waters. However, efforts should be

sustained in this direction to develop these basins. While developing these basins, environmental concern should be considered since roads connectivity will not be useful if the environmental problems like floods, land-slides continue to increase that can destroy the supporting infrastructure. Policy Dialogues like this should be continued to maintain the momentum.

Prospects of Strengthening Transport Connectivity in SSWA region

Dr. M. Rahamtullah, Senior Adviser, Centre for Policy Dialogue, Dhaka mentioned that the countries of the SSWA could not reap the full benefits due to poor connectivity, facilitation hurdles and missing links (in the TAR). Initiatives of UNESCAP have led to major transport corridors linking Asia and Europe. These include the first Asia-Europe Continental Land Bridge operating commercially since 1998/99 as Trans-Siberian Railway route. The Second Asia-Europe Continental Land Bridge corridor opened in January 2008 when a pilot container train traveled between Beijing and Hamburg via Almaty. It is now time that the third Asia-Europe Land Bridge including Southern corridors of AH and TAR are operationalized along the lines proposed by UNESCAP-SSWA linking Kunming to Turkey via South Asian countries by closing the gaps and providing transport facilitation. South and South-West Asian countries may go for a regional transit transport framework agreement like the ASEAN, GMS and the ECO. The Joint Communiqué between India and Bangladesh signed in 2010 is an important step forward. Having initiated Asian Highway and TransAsian Railway Agreements, UNESCAP should come forward to generate political consensus for operationalizing the proposed SSWA corridors. UNESCAP could also provide a forum for resolving the issue of two way transit by Pakistan to Afghanistan for its trade with India.

Potential and Prospects of transport connectivity in South and South West Asia

Mr. K.L. Thapar, Chairman, Asian Institute of Transport Development, New Delhi argued that regional production networks are going to be more important than the global ones. Integration of economies in the subregion will result in the development of rational transport networks including rail networks that is environmentally most benign mode of transport. It will also help in harmonization of technology platforms and in reduction in informal trade, which is often linked to criminal activities that threaten the social fabric of the societies. It is possible to introduce land based container services between Dhaka-Istanbul covering a distance of around 8000 Kms, IT networks and pipelines can be laid alongside. Side by side, the regional sea ports could be used for the benefits of landlocked areas and countries. Cooperation among the non-governmental organizations with regional base should be promoted. The Asian Railways Association has been established, for instance, to promote cooperative research, harmonization of technologies and operational practices. There is a need for regional training centre for railway officials of the South and Southeast Asian countries as recommended at the conference of railway officials of these countries in 2013. Investment in inter-country infrastructure should be promoted and socially beneficial modes of transport be developed to build regional production networks.

Needs & Ways for Enhancing Transport Connectivity in South and South West Asia

Mr. Li Yuwei, Chief, Transport Facilitation & Logistics Section, Transport Division, UNESCAP mentioned that logistics performance in the SSWA subregion is generally poor and trading cost is quite high. In terms of ease of doing business rank South Asian countries lag behind. Transport connectivity can help promote economic growth and support economic and social integration in this subregion. It can help develop remote border areas, narrow development gaps, enhance competitiveness and attract investment. Transport connectivity can connect within subregion and with others, diversify trade markets, improve trade efficiency and reduce trade costs. The ways to enhance transport connectivity required rapid infrastructural development, shortening the long formulation cycle of subregional agreements (currently it is longer than 10 years) and controlling the difficulties in implementing bilateral transport agreements. Lessons learned from other subregions show a need for a master plan for transport facilitation to enhance connectivity. The approach to master plan should be 'step by step' in full consultation with the stakeholders. In a master plan the measures should be coordinated and tools for monitoring progress applied.

Realising the Potential of Strategic Locations of Bangladesh through Connectivity

Dr. Mahfuz Kabir, presenting a joint paper with **Dr. Shaheen Afroze** Research Director of BISS argued that Bangladesh is geographically located between two economic giants, China and India so it is imperative for the country to have stronger connectivity to exploit its strategic location. It is important to commence national dialogue through all means regarding transit through Bangladesh. In order to build national consensus and ownership on transit issues, national institutions should organize more dialogues and public learning to reduce the gap between imagined dangers and real benefits of transit. A high level task force including scholars, professionals and civil society actors can be set up for this purpose. It is important to set a pragmatic transit fee that would benefit both providers and users considering resource cost and prices, which should be reviewed annually. The aspects of inter-modal optimality also need to be adequately looked into. Bangladesh could be enabled to emerge as a more competitive source of supply to northeastern states of India than the mainland. Bangladeshi transport companies can be established as the principal carriers of India's transit traffic. Bangladesh should also use road and rail links to connect to China using transit routes to attract investment with no additional costs.

In the open discussion emphasis was put the need for taming of the rivers for economic progress and pay attention to river connectivity and coastal shipping in this region. Suggestions were made to explore the possibility of connecting Mongla-Haldia-Calcutta ports to make them more functional.

3. Status of Transport Connectivity including Transit Facilitation in South and South-West Asian countries

Prof. Rehman Sobhan, Chairman, Centre for Policy Dialogue, Dhaka, in his introductory remarks as the session chair mentioned that the historically this region was one of the most connected regions during the Mauryan, Mughal and British colonial periods. Globalization has brought the opportunity to reconnect the region. South and South-West Asia has become one of the biggest markets of energy and one of the biggest sources of energy as well. Afghanistan, Islamic Republic of Iran, Pakistan, India and Bangladesh are some of the key players now in energy trading. South Asia is the principal source of labour. With 77 percent of the world foreign currency reserves and two thirds of world's total capitalization, Asia is not only the source of labour but also of capital. South and South-West Asia is the major market of South East and East Asia. In order to realize their market potential the key responsibility of the regional countries is to reconnect the region physically by building transport infrastructure and to integrate the entire gamut of regional geo-economics.

Mr. Matiullah Qazizada, Ministry of Finance, Government of Afghanistan argued that Afghanistan had an important geo-strategic location and the Afghan Government had decided to revive the Silk Road. The country lacked railway systems but recently Turkmenistan and Tajikistan had signed an agreement for connectivity via Afghanistan. New bilateral agreement on transit between Afghanistan and Pakistan had also been signed. On customs front, ASYCUDA has been introduced and its coverage is being extended. However, Afghanistan is facing challenges in transit transport, such as lack of mutual trust, drug trafficking, lack of coordination between regional customs and security concerns.

Mr. Md. Amzad Hossain, Additional DG (Infrastructure), Bangladesh Railways and **Mr. Shisir Kanti Routh**, Executive Engineer, Roads and Highways Department: The vision for South and South-West Asian regional connectivity is to achieve seamless movement of freight and passengers across borders to reduce Non-Tariff Barriers (NTBs). Among the regional railway cooperation initiatives, Bangladesh had signed the Intergovernmental Agreement on the Trans Asian Railway Network on 9 November 2007. Railway network in the SAARC region as finalized in the 3rd meeting of Expert Group for finalization of Railway Agreement included several regional rail links: Pakistan-India; Pakistan-India-Bangladesh – India; India-Bangladesh; Nepal-India; Nepal-India-Bangladesh; India-Sri Lanka and Bangladesh-Bhutan. A Joint Communiqué was signed between India and Bangladesh on 12 January 2010 to facilitate regional connectivity. A number of government-financed regional railway connectivity projects are going on and MOUs and feasibility studies are being

explored for others, including with funding from ADB. Possible road connectivity corridors through Bangladesh are Asian Highway (AH), SAARC Highway Corridor, SASEC Road Corridor, BIMSTEC Road Corridor and BCIM Route. The policy initiatives on road connectivity in Bangladesh have been reflected in the Sixth Five Year Plan, Road Master Plan 2009, SAARC Motor Vehicle Act, National Core Committee on Transit, National Multimodal Transport Policy, and in the Motor Vehicles Axle Load Control Station Implementation Policy 2012. Bangladesh had the potential to become a land transport and logistic hub in the region and as a gateway for South Asia. However, existing challenges included missing links and sub-standard sections. There is need to finance infrastructure development through the use of PPPs; options should also be explored for support from development partners and a possible Regional Infrastructure Fund. There is also need for harmonization of standards, interoperability and interchangeability in railways, electronic data interchange, development of border crossing facilities and development of multimodal integration.

Mr. Karma Tenzin, Ministry of Works and Human Settlement argued that the main challenges of connectivity in Bhutan included lack of equipment for tracking the movement of goods for predictability. The goods are transported in open trucks and there is a lack of multiple access bypasses from importing country to exporting countries. Road conditions are bad and there are multiple checkpoints on the highways initiated by the local authorities. Also there is a lack of coordination of working areas between the border checkpoints of neighboring countries.

Mr. Satish Kumar Reddy, Department of Revenue, Ministry of Finance, mentioned that India had 101 land customs stations (LCS) and border crossing points with neighboring countries of which 85 are on the borders of Bangladesh, Nepal and Bhutan with which the country has agreements on transit facilities with Bangladesh, Bhutan and Nepal. With Nepal, India has a treaty of transit and rail services agreement; with Bhutan, the agreement is on trade, commerce and transit; and with Bangladesh, there is a protocol to the inland water trade and transit. The basic features of facilitation include exemption from customs duties; commercial charges such as costs of transportation are payable. There are temporary storage facilities at Kolkata/Haldia ports and arrangements for pre-arrival or post arrival filing and processing of transit declarations. The importers/exporters/agents are responsible for document filing, complying with the obligations and sealing of consignments. No physical examination of cargo is made at LCS if no breaches are found. There is reconciliation of declarations with Nepal/Bhutan Customs for releasing guarantees or undertakings within time limit for monitoring completion of transit between Bangladesh and Nepal/Bhutan. There should be clearly listed entry/exit points for transit. Multi-modal transport should be allowed and detailed transparent procedure and documentation should be laid down. There should be the use of risk assessment practices so that the majority of goods could be allowed transit based only on an undertaking effectively at no cost to the trader. The facilitation initiatives currently under implementation included integrated checkpoints, automation, use of risk management, compliance management (AEO), post-clearance audit, and single window. Suggested measures for improvement include the development of dry ports; greater containerization facilities; use of rail transport/inland waterways; putting proper transshipment arrangements in place; and creating plurilateral arrangements. Customs facilitation initiatives, such as introduction of car pass procedure, risk based testing requirements for food items, synchronization of working hours, regular interaction with the customs administrations of trading partners and regular consultation with trade bodies, were also mentioned. Motor Vehicle Agreements and Mutual Recognition of Standards should be set on regional basis to smoothen the way for regional connectivity.

Mr. Keshab Kumar Sharma, Ministry of Physical Infrastructure and Transport mentioned that Nepal as a landlocked country faces bottlenecks in transport, transit and connectivity common to such countries. The difficulties arise from the long distance between the land locked country and the port of exit in the transit country. Bottlenecks in transport and transit push the transaction costs high. A median landlocked country experiences 42 percent higher transport costs than the median coastal country. Customs cooperation, harmonization of standards, test and certification, and mitigation of non-physical barriers are the major challenges for enhancing economic integration. Main transit

transport corridors for cross-border transport are by road. Nepal could be developed for Trade and Transit Corridor for South and North Asian Countries. The current status of cross-border rail transport operations, legal arrangements for road and rail cross-border transport operations, transport facilitation measures, acts, policies and major initiatives taken for trade and transport facilitation, customs reform and modernization strategy. The major challenges for cross country transport that need to be overcome could include efficient and reliable transport infrastructure and warehouse facilities for smooth transaction and construction of ICDs and containerization of goods; efficient regulatory mechanism; gateway port of transit movement; safety and security measures; streamlined processes, harmonization of documentation and working hours; automation in customs offices; national Single Window implementation; and effective transit policy. Challenges arising from poor transport connectivity in the SSWA include lack of political will and political mistrust between countries; weak physical infrastructure; missing links in Asian Highway and Trans-Asian Railway networks; and non-tariff and para-tariff barriers. The need for enhanced role of subregional and regional institutions, such as SAARC and UNESCAP etc. was underscored in helping overcome the existing challenges and resolving issues. In particular, support needed from UNESCAP in infrastructure development and building consensus among countries was emphasized.

Mr. Zubair Shah, Federal Board of Revenue, Government of Pakistan, mentioned the recent legal arrangements of transportation with Afghanistan and of operational issues related to cross-border transportation between the two countries. The challenges faced by Pakistan Customs are due to a lack of facilities at border crossings such as inadequate border crossing point infrastructure, lack of simple import and export traffic lanes with constant traffic flow, absence of single window for coordinated border management and lack of modern inspection equipment (including ICT-based equipment). Development of integrated border management strategy that could streamline border-crossing procedures without undermining security is required. The neighboring countries could make efforts to harmonize their procedures. UNESCAP should help in modernization of facilities at border crossings through training and building capacity on best practices for border crossing procedures.

Mr. Ussal Shabaz, Economic Policy Research Foundation of Turkey (TEPAV) focused on big picture of transport corridors particularly connections to South and Southwest Asia, Central Asia and China and inland Europe. Connectivity matters significantly for Turkey's trade dynamics. As of now the MENA region accounts for the biggest market of Turkey, while South and South-West Asia has a negligible share. But Turkey's trade potential in this region is high especially as a market for its medium tech products. Enhancing connectivity within SSWA requires development of transport corridors. The operation of the block train between Istanbul and Islamabad, as well as of progress and challenges in the development of the Modern Silk Road were the key initiatives. The weakest links and bottlenecks can occur at border crossings, inter-modal ports, or conflict zones and need to be eliminated for successful operation of transport corridors. Private sector should be involved into financing of corridor development. The institutional structures for development of transport corridors include 1) internal mechanisms: liberalization of the Turkish railroad market, inter-agency dialogue on transport policy and public – private partnerships; 2) bilateral and multilateral mechanisms: TIR and COTIF conventions, quotas for trucks, utilizing multilateral platforms for enhancing quotas; and 3) relevant international platforms: UNESCAP – SSWA transport connectivity proposals, infrastructure chapter of the Istanbul Process for Afghanistan, ECO committees and ad hoc mechanisms. Recommendations include 1) regional integration through developing new rail / road transport corridors ought to be a policy priority for Turkey; 2) SSWA should be seen as a key part of the big picture in Asia; 3) corridor development in this region requires innovative approaches, supported by the private sector; 4) bilateral and multilateral platforms should be better utilized; 5) conflicting parties have to come together; and 6) coordination failures should be addressed.

Summing up the discussion, **Professor Rehman Sobhan** mentioned that we need to reach a point in our integration when businessmen from Nepal and Bhutan, two land-locked countries in South Asia, begin to consider Mongla and Chittagong ports of Bangladesh as their own ports in terms of utilizing the port facilities just as landlocked countries in Europe like Switzerland consider Marseille or Rotterdam as their ports. Political dialogue is the main bottleneck, since the problems remain in the

political domain. There has been very little progress over the past two decades and consequently common people are getting punished continually.

4. Initiatives by other Organizations/Institutions in Promoting Transport Connectivity in South and South-West Asia

Mr Ahmar Ismail, Director, **SAARC Secretariat**, Kathmandu, mentioned that poor connectivity restricts people-to-people contacts and intra-regional trade and reduces overall national and regional growth. Visa processing between SAARC countries is highly problematic. Tourism in the region is not flourishing since tourism is dependent on connectivity of road, rail and air. There is need to prioritize commercial interests and collaborative efforts should be made for increasing intra-regional trade with concrete steps for trade facilitations. SAARC interventions in the area of connectivity include: 1) South Asian Regional Multi-modal Transport System; 2) Motor Vehicles agreement with commercial and private objectives; transit from one country to the other; 3) Railway agreement (finalized a draft text of agreement---waiting for approval from government leaders); 4) Demonstrations of container Train---sub-regional trade among Bangladesh, India and Nepal; 5) Passenger and ferry service connecting Maldives, Sri Lanka and India. The political will that is shown in this policy dialogue should continue and countries should forget differences and come forward for economic gain. The Vision should be to bring 100 percent connectivity in this 'decade of connectivity', even though one should proceed step-by-step with focus on short-term goals. Finally, more of such policy dialogues should be held to foster cooperation.

Dr Esmaeil Tekyehsadat, Director, **ECO Secretariat**, Tehran: ECO is engaged in various kinds of initiatives to create facilities for border crossing operation. The Uniform Transit Visa Sticker developed by the Islamic Republic of Iran and under consideration of member states. The Uniform Transit Insurance is waiting for member states' reports and implementation. ECO puts emphasis to make secure supply chain. Reduction in logistics cost increases business competitiveness, reliability and security and adds value. It may make sense to develop combined logistic centers and supply chain. The ECO has decided to establish two road transport corridors, one between Islamabad-Tehran-Istanbul, and the other between Iran, Afghanistan, Tajikistan and the Kyrgyz Republic. Two meetings of the High Level Working Group have been held to discuss technical matters pertaining to operationalization of the ITI Road Corridor. The TIR system is expected to be reactivated in Afghanistan at the end of 2013. ECO is discussing modernization of border crossing points and digital techno-graph system. The application of the 'Time-cost distance' of UNESCAP will help reduce the transport cost.

Mr Salman Zaidi, Lead Economist from **World Bank**, Dhaka Office, mentioned that the World Bank has two key concerns. One is insufficient intra-regional trade and the other is that the high transport cost and trade barriers that pose major obstacles to growth of intra-regional trade. The World Bank's planned interventions include 1) strengthening visa cooperation; 2) developing regional energy market between South Asia and Central Asia; and 3) looking into the transport sector - corridor among India, Afghanistan, Bangladesh and Pakistan (Pakistan-Afghanistan-India corridor and India-Bangladesh corridor). The World Bank is supporting high-value integration and confidence-building projects, for instance, involving multi-national groups. Another area of work of the World Bank is to deal with the policy and institutional challenges those occur in the hard and soft sides of the project.

Ms Sabrina Varma, **AusAID** Canberra, mentioned that AusAID welcomes UNESCAP's broader vision of Asian connectivity. Working through partners, AusAID seeks to support government priorities on regional connectivity in South Asia, with a particular interest in promoting inclusive growth, especially in poor and landlocked. This includes supporting opportunities for women's economic empowerment, addressing trade facilitation issues from the perspective of small and micro-enterprises, and development of regional value chains and integration into global value chains. Transforming transport corridors into economic corridors which supports product fragmentation was seen as a challenge for the region. AusAID's regional strategy is long term and involves mainly working through partnerships with multilateral organisations such as Asian Development Bank and the World Bank in this area, as well as with other bilateral donors such as DFID, and hopefully JICA

in the future. Trade facilitation and infrastructure connectivity are the main components of AusAID's regional connectivity agenda. The other part of AusAID's broader regional cooperation strategy is focused on supporting food security, water management and energy related issues.

Mr. Nobuo Hazeyama, **Japan International Cooperation Agency (JICA)**, Dhaka mentioned about the need of transportation infrastructure development as a background to rapid economic growth in South Asia. This is necessary to create high momentum to increase trade and investment among South Asian countries. Developed transport infrastructure will also create a favorable investment climate through regional economic integration as one sees in ASEAN countries. The JICA is going to conduct a survey and analysis regarding possibilities and directions to cooperate with countries on cross-border transportation infrastructure development in South Asia. The agency is also planning to create a long list of possible development projects which can be considered as a step for JICA's future regional cooperation activities. Infrastructure improvement is important requirements to promote connectivity. However, connectivity should be viewed holistically. It should be seen as a part of improved regional integration and creation of favorable investment environment, which should also link with ASEAN countries with their dynamism through Myanmar under economic reform. The survey will cover not only India-Bangladesh-Nepal-Bhutan but also Myanmar and Thailand.

Mr. Gareth Lafferty, **Department of International Development (DFID)** informed that the DFID is working on the East and Western Corridor and energy connectivity. The DFID is focused on working with the World Bank to assist intra-regional trade in South Asia. The other areas of focus include improved trade connectivity and cross-border connectivity. The India-Afghanistan-Pak corridor and Bangladesh-India corridors are of interest to them.

Ms. Satoko Tanaka, **Asian Development Bank (Bangladesh Office)** informed that the ADB is working on the improvement of Dhaka-Chittagong railways corridor, especially transit and double-tracking. Other areas of focus include improvement of Benapol and Burimari land port. The ADB will continue to develop this area.

In his concluding remarks the session chair **Mr Manoj K. Akhouri**, Executive Director, Indian Railways, said that containerization was a solution for many issues concerning cross-border transport. Regarding the Bangladesh, India, Nepal demo run of a container train proposed under SAARC, he said that an important prerequisite for that was a container terminal at a railway station in Bangladesh as the one Nepal has in Birganj.

5. UNESCAP Tools for Transport Facilitation Measures

A master plan approach for transport connectivity in South and South West Asia

Mr. Li Yuwei, UN ESCAP mentioned that for overall development, there is no alternative to regional connectivity and cross-border transport. Isolated measures for strengthening connectivity are leading to fragmented results. A comprehensive master plan approach on transport facilitation may help coordinate different facilitation measures and projects with common framework and long term strategy. Master plan should involve full consultation with the stakeholders, adopt step by step approach, give a clear direction to maintain the channel, help to coordinate measures and provide tools for monitoring progress. At the first stage of the master plan there will be a preliminary draft for individual country consultation, which will involve all stakeholders. The revised draft may thereafter be submitted for subregional consultation and adoption. The master plan should specify measures to be taken by countries in bilateral and regional contexts. Implementation should be phase by phase, country by country with assistance of various international organizations/institutions. The progress can be monitored with the help of UNESCAP tools. Subregional coordination meetings should be held periodically. UNESCAP Tools for master plan includes UNESCAP Regional Strategic Frameworks for transport facilitation. It is a complete system for cross-border and transit transport having common targets and process and standardized modalities for facilitation measures and can therefore be used as guidelines for formulation of master plan. UNESCAP transport facilitation models include efficient and secure cross-border transport models with technological solutions. The

Time/Cost-Distance methodology of the UNESCAP helps to identify barriers in planning and monitoring progress.

Regional strategic frameworks on the facilitation of international land transport

Mr. Sandeep Raj Jain, UNESCAP noted that non-physical barriers constitute a major impediment to smooth flow of international road transport, the efforts by various countries and their development partners have been scattered and fragmented and therefore a comprehensive approach is required to deal with them. The Regional Strategic Framework (RSF) developed by the UNESCAP in consultation with member countries will help to deal with the challenges of non-physical barriers cohesively leading to enhanced effectiveness and synergies from implementation of these measures. The RSF identifies six fundamental issues in road transport and seven modalities to support international road transport. These have been adopted by the member states during the Ministerial Conference on Transport in 2012 and shall be implemented subregion-wise and in phases. The Regional Network of legal and technical experts under the RSF can help countries to deal with the potential legal conflicts while implementing facilitation measures. The inter-agency coordination mechanisms can provide sustainable platform to deal with facilitation issues on a continuous basis and in this regard the guidelines developed by the UNESCAP can serve as a useful reference.

Efficient Cross -Border Transport Models

Ms. Heini Suominen, UNESCAP observed that many non-physical barriers hinder transport in the region and prevent efficient movement of goods and people across borders. However, operational environment is always unique, with its particular challenges. Facilitation measures have been initiated with varying levels of success, often at considerable cost. Unlike for infrastructure, there is no agreed methodology for the assessment of the most appropriate facilitation initiatives. UNESCAP Efficient Cross-Border Models can be used as a systematic assessment framework to identify and develop the cross-border transport arrangements subject to least challenging or most easily surmountable non-physical barriers. Systematic evaluation of alternatives promotes better understanding of the overall costs and benefits, and the institutional and commercial requirements for the selected measures. The institutional requirements and challenges in the area of transport permit for motor vehicle include permission for foreign trailer to enter the country; third party liability insurance of vehicle; temporary importation; mutual recognition of driving license; mutual recognition of vehicle certificates/registration; side of steering wheel; visa requirement; possible route limitations and guarantee for trailer and container. The operational requirements and challenges are: use of compatible vehicles and equipment; compliance with local standards regarding weight and dimension; compliance with local emission regulations; compliance with local laws; requirement for trans-loading equipment; trans-loading labour; requirement for local partner; risk of damage or loss of goods or container; market access; local knowledge throughout the route; road safety; access to local services; and use of containers.

Model on Integrated Controls at Border Crossings

Mr. Fedor Kormilitysn, UNESCAP mentioned that the management of land border crossings in the region faces common problems, which include long inspection time, many separated inspection agencies, slow progress in reduction of clearance agencies and promotion of joint controls, and added inland inspection stations after removal from border crossings in some countries. The purpose of the model on Integrated Controls at Border Crossings is to provide a tool for facilitation at land border crossings, help better functioning of all agencies, increase efficiency and effectiveness of inspections at border crossings, enhance capacity of integrated control of all agencies and their coordination and cooperation at border crossings, reduce repeated and unnecessary inspections, and increase in the utilization of modern equipment at border crossings. The model provides a concept of integrated use of ICT-based systems and equipment at land border crossings on the basis of sharing of information required for control purposes among the border management agencies and joint use of modern technological equipment by different agencies. Its application can bring benefits both to border management agencies and to the users of land border crossings. It has a modular structure which provides flexibility in the ways of its application for different types of land border crossings. Application of the model requires preliminary consultation among the border management agencies and subsequent elaboration of detailed plan for a particular border crossing. The benefits of the model

for the government agencies will accrue in the form of highly secured cross-border procedures and formalities; increased capacity of border crossings; more time for analysis of data by control authorities to make careful decisions; control of smuggling and tax evasion; and easier management reform of border crossing. For users, the benefit will flow in the form of increased cross-border movements of goods and people and better development of international trade; reduced time and delays for cross-border procedures and formalities; reduced cross-border costs; more user-friendly cross-border formalities and greater transparencies. The model can be made full use of for busy land border crossings, border crossings under modernization and for border crossings with joint control. The model allows joint control on one side or two sides of a border crossing and also can be made partial use of for small and less busy border crossings. The model is under consultation process and the technical design is under review for approval.

Secure Cross-border Transport Model

Mr. Sandeep Raj Jain, UNESCAP argued that a vehicle monitoring system based on Secure Cross Border Transport Model (SCBM) can deal with challenges facing the control authorities and will ensure appropriate balance between control and facilitation measures. For its implementation two countries can be selected on a pilot basis and workshops may be conducted to sensitize the control authorities on the potential benefits and to build consensus on its implementation. Following this inter-country consultation an MOU to formalize joint use will be required. Subsequently, technical design can be finalized in consultation with stakeholders and thereafter the model can be implemented.

Time/Cost-Distance Methodology for identifying barriers and monitor performance

Mr. Fedor Kormilitsyn, UNESCAP stated that the purpose of the methodology is to identify inefficiencies and isolate bottlenecks along a particular route by looking at the cost and time characteristics of every section along a route. It is simple to use, provides a 'snap-shot' of the present situation, can track changes of cost and/or time required for transportation on a certain route over time, and provides possibility of comparing and evaluating competing modes of transport operating on the same route and alternative routes. It is easy to understand. The methodology is being widely applied in different regions of the world by different organizations. It is being updated by the UNESCAP from time to time based on the experience of previous applications. It can be used as one of the tools for formulation and implementation of the master plan for transport connectivity in SSWA.

Open discussion

Suggestions were received that the important railway and road corridors to be included in the master plan should connect the major ports of the region. Opinion was expressed that regional connectivity is not only about mindset but it is also about the lack of infrastructure and facilitation. Bangladesh's infrastructure is not up to the standard to accommodate vehicles from neighbouring countries. So without heavy investment in the infrastructure regional connectivity will be hard to achieve. Views were expressed that different modes of transport system complement each other. A view was expressed that Bangladesh can be a big trade hub if there is a deep sea port along with developed railway network. Private sector role was emphasized. It was mentioned that Bangladesh-India-Nepal trade routes are important for private sector; trilateral agreement among the three countries is needed. It was remarked that depending upon location of the country, national priority should decide what mode of transport should be prioritized. The master plan should accommodate all the modes. One view was that attention should be also given to infrastructure development process before going into technology based border sharing or cross border transport models. There was also a view that cross-border transport should be organized with the existing infrastructure that connected the countries basically. It was stated that information dissemination is important to implement a smooth transit system. It was stated that to ensure security, harmonization of technology platform is required. The need to formulate the Indo-Bangladesh Motor Vehicle Agreement was emphasized.

6. Business Perspectives on Challenges to Transport Connectivity in South and South West Asia

In his introductory remark, **Amb. Farooq Sobhan**, Chairman, Bangladesh Enterprise Institute mentioned that regional connectivity can play a vital role to boost trade, tourism and investment in the South and South-West Asian Region. In that effort it is imperative for the private sector to be a party

as they can facilitate of the process and be a beneficiary as well. In order to speed up the process, needed infrastructure has to be built by public-private partnership since it is a joint responsibility. He remarked that one major problem in South Asia region towards regional connectivity is the difficult visa regime which concerns particularly the business community of the region. To liberalize the process the idea of visa exemption within the SAARC region has been floated for quite some time, if realized it will certainly help the cause of connectivity.

Mr Sanjay Swaroop, Group General Manager, Container Corporation of India (CONCOR), mentioned that air transport and ports are relatively well developed in South and South-West Asia compared to road and rail networks. Inadequate land transport increases cost and complexity of transport operations, as cargo between inland locations are routed through ports. Trade competitiveness relies on transport connectivity. Increasing surface transport connectivity can promote transport hubs at national level, between countries, at subregional and regional level. CONCOR is operating dry ports, warehouses, vast network of terminals with state of the art equipment and logistics parks. CONCOR is also providing transport equipment such as rakes and operating container trains; and this has enhanced connectivity. CONCOR is operating Nepal's first and only rail connected dry port through a JV and is planning operations in other neighbouring countries. It is developing 12 Multimodal Logistic Parks mostly along dedicated freight corridors. CONCOR can also support the development of integrated transport systems through, for example, supporting demonstration runs of container block trains. The UNESCAP intergovernmental agreement on dry ports is of international importance. Expert Group of SAARC has identified railway routes as crucial for regional integration. India is setting up of 13 ICPs, of which 1 is with Pakistan, 4 with Nepal, 1 with Myanmar, and 7 are with Bangladesh.

Mr R. B. Rauniyar, Managing Director, Interstate Multi-modal Transport, Nepal, mentioned that landlocked countries such as Nepal depend on their neighbouring countries for transit to sea and onwards to global markets. Transit procedures are often heavy, which, together with poor infrastructure contribute to the high transport costs. Majority of Nepal's trade is with India, and the Kolkata port is the main gateway for trade. Nepal also has access to ports in Bangladesh, but their effective use is hindered by institutional barriers such as lack of agreement on the use of containers in transit. The geographical location of Nepal between two large economic powers, India and China, can be perceived as an opportunity to act as the transit country to these countries for all the SAARC members. For this vision to materialize, significant improvements are required along the North-South corridor in terms of infrastructure. Planned railway construction in China towards the Nepalese border offers additional incentives to improve connectivity. Many challenges still remain. In the short run, progress can be introduced through a change in the bureaucratic mindset and the introduction of risk assessment as a way to reduce congestion at border facilities. Infrastructure development can also be seen as contributing to poverty reduction through increased economic opportunities for the people of Nepal.

Mr Ussal Shahbaz, Adviser, Economic Policy Research Foundation (TEPAV), Turkey, mentioned that Turkey is geographically ideally placed to act as a bridge between Europe and Asia, and there are great potential benefits for Turkey in diversification of trade towards Asia, particularly in light of the slow recovery in Europe. This potential is currently underused, excluding trade with Afghanistan and Iran. Turkey's export has been done mostly by sea. Now greater emphasis is given on land connectivity particularly railway sector because it is cheaper and faster. The private sector has taken an active role in improving connectivity through public-private partnership. Demonstration runs have been carried out on the Istanbul-Tehran-Islamabad route, and the UNESCAP time-cost-distance methodology has been used to evaluate the existing bottlenecks on the route. In addition to challenges related to the coordination of the railway authorities of the countries involved, the issue of slow train speed, lack of appropriate lake crossing equipment and border delays remain to be resolved. A regular block train from Edirne to Munich is planned to start operations from August 2013. Border gate modernization has been achieved through the utilization of build-operate-transfer models. The private sector is currently operating 5 border gates, with more operations planned. Other facilitation initiatives include the introduction of an IRU TIR EPD, which allows the use of risk assessment in

clearance of cargo and elimination of unnecessary inspections, and the possible introduction of single window controls with Georgia.

Open discussion

It was informed that the Mongla port is ready to use for the neighbouring countries and the traffic jam at the India-Bangladesh border is almost non-existent. It was mentioned that so far Nepal has only one road link with China and the Nepalese government is planning to build another 8 road links to connect China. For Nepal to connect India-China the interest has to come from both India and China since they will be the trading countries. The view was expressed that the role of the government has to be one of a facilitator. The private sector will decide which route and the mode of transportation.

Amb. Farooq Sobhan in his concluding remarks highlighted the importance of containerized transport and of public private partnerships for connectivity. South Asia is waiting for a major take off once connectivity is established. The building of deep sea port in Chittagong should get high priority, which will benefit the entire region.

7. Concluding Session

Mr. Li Yuwei, UNESCAP presented the draft major conclusions and recommendations of the policy dialogue in the concluding session.

Dr. Gowher Rizvi, International Affairs Adviser to the Prime Minister of Bangladesh, the chief guest at the session remarked that the two-day long policy dialogue was stimulating and it had added a new impetus on regional connectivity issue that was expected to bring a new era of regional cooperation. The age of globalization brought the two terms ‘connectivity’ and ‘cooperation’ in their interchangeable use. The policy dialogue has given two messages: first, lack of cooperation will create new dangers within the global community. Second, the problems of South Asian countries are transnational, so we need transnational solution of the problem. Hence cooperation and connectivity both will solve the regional problems that transcend boundaries. The government of Bangladesh is committed to fight against poverty, increase productivity and economic development which will bring dignity, sovereignty and independence to all citizens. Dr. Rizvi noted that none of the problems of the world can be solved by altercation; rather strong cooperation among the states is the only way forward. Poverty and environmental degradation have no boundaries; thus nations need combined efforts to combat against these evils. Travelling of students and people of South Asia within and beyond the region is also an example of regional connectivity. All countries of this region are democracies and cherish similar visions on various issues. So there is no room for timidity and it is the best time to set up formal framework for connectivity among these countries. To make a better future there is no alternative to regional connectivity and the region has to realize this truth. The participants of the dialogue clarified that connectivity is an imperative in regional as well as in sub-regional level. Since there are no legal or political impediments, the region should move fast to build supportive infrastructure. He also stressed that there was no need to be concerned about the determination of transit fee as it should be market determined. While thanking UNESCAP for the initiative, Dr Rizvi invited UNESCAP to play an important role in strengthening regional connectivity through a policy campaign in support of, and in preparation of the connectivity master plan, among other initiatives.

Maj. Gen. Sajjadul Haque, Director General of BISS, in his closing remarks opined that the dialogue had helped the participants to identify the importance of the issue of connectivity and shed light on the need to strengthen transport connectivity among South and South-West Asian countries to promote greater mutual understanding among these countries. He flagged some issues: bringing change in mindset, developing ‘master plan’ in consultation with all the stakeholders, building supportive infrastructure, ensuring resource allocation and mobilization as well as adopting an integrated approach by including international and regional organizations.

In his closing remarks, **Dr. Nagesh Kumar**, while thanking all the participants of the two day policy dialogue and the co-host BISS said that UNESCAP plans to organize similar policy dialogues in a number of countries in the coming months to advance the agenda of transport connectivity in South and South-West Asia and hoped that these dialogues will help usher in a new era of regional connectivity in the region.



Policy Dialogue on Strengthening Transport Connectivity among the South and South-West Asian Countries

Organized jointly by
United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)
and
Bangladesh Institute of International and Strategic Studies (BIISS)
Hotel Pan Pacific Sonargaon, Dhaka, Bangladesh, **26-27 June 2013**

Programme

Day 1	Wednesday 26 June 2013
0830-0930	Registration
0930-1015	<p>INAUGURAL SESSION (Chair: Amb. Munshi Faiz Ahmed, Chairman, Board of Governors, BIISS) Welcome Address by Maj. Gen. Sajjadul Haque, Director General, BIISS Opening Remarks by Dr. Nagesh Kumar, Director, UNESCAP South and South-West Asia Office, New Delhi and ESCAP Chief Economist Keynote Address: H.E. Dr. Mashiur Rahman, Economic Affairs Adviser to the Prime Minister Inaugural Address: H.E. Maj. Gen. (Retd.) Tarique Ahmed Siddique, Defense Adviser to the Hon'ble Prime Minister of Bangladesh Concluding Remarks by Chair</p>
1015-1045	Coffee Break
1045-12.30	<p>SESSION 1: High-level Panel on Potential and Prospects of Strengthened Transport Connectivity in South and South-West Asia (Chair: H.E. Prof. Dr. Gowher Rizvi, International Affairs Adviser to the Hon'ble Prime Minister of Bangladesh) Potential and prospects of strengthening transport connectivity in South and South-West Asia, by Dr. Nagesh Kumar, UNESCAP-SSWA H.E. Amb. Tariq Karim, High Commissioner of Bangladesh in India Dr. M. Rahamtullah, Senior Adviser, Centre for Policy Dialogue, Dhaka and former Director, Transport Division, UNESCAP Mr. K.L. Thapar, Chairman, Asian Institute of Transport Development, New Delhi Need & Ways for Enhancing Transport Connectivity in South and South West Asia by Mr. Li Yuwei, Chief, Transport Facilitation & Logistics Section, Transport Division, UNESCAP Realising the Potential of Strategic Locations of Bangladesh through Connectivity by Dr. Shaheen Afroze RD, BIISS & Dr. Mahfuz Kabir, SRF, BIISS Open Discussion Closing Remarks by Chair</p>

- 1230-1330 Lunch**
- 1330-1530 SESSION 2: Status of Transport Connectivity including Transit Facilitation in South and South-West Asia: Country Presentations**
(Chair: Prof. Rehman Sobhan, Chairman Centre for Policy Dialogue, Dhaka)
 Presentations by delegations from Afghanistan, Bangladesh, Bhutan, India, Nepal, Pakistan, Turkey
Open Discussion
 Summing Up by **Chair**
- 1530-1600 Coffee Break**
- 1600-1700 SESSION 3: Initiatives by other Organizations/Institutions in Promoting Transport Connectivity in South and South-West Asia**
(Chair: Mr. Manoj K. Akhouri, Executive Director, Ministry of Railways, Govt. of India)
Mr. Ahmar Ismail, Director, SAARC Secretariat, Kathmandu
Dr. Esmaeil Tekyehsadat, Director of Transport and Communications, ECO Secretariat, Tehran
Mr. Salman Zaidi, Lead Economist, World Bank and Country Economist for Bangladesh, Nepal and Dhaka
Ms. Sabrina Varma, Senior Economic Adviser, South Asia Regional Branch, AusAid
Mr. Nobuo Hazeyama, Transport Specialist, JICA, Dhaka
Mr. Gareth Lafferty, DFID, Dhaka
Ms. Satoko Tanaka, ADB, Dhaka
Open Discussion
 Summing Up by **Chair**
- 1930 Welcome Banquet and Cultural Programme Hosted by DG BISS**
- DAY 2 Thursday 27 June 2013**
- 0930-1045 SESSION4: UN-ESCAP Tools for Transport Facilitation Measures**
(Chair: Mr Li Yuwei, UNESCAP)
 Presentation on proposed master plan for transport connectivity in South and South West Asia, by **Mr. Li Yuwei**, Chief, TFLS, TD, UNESCAP
 Regional Strategic Frameworks on the facilitation of international land transport, by **Mr. Sandeep Raj Jain**, Economic Affairs Officer, TD, UNESCAP
 Efficient Cross -Border Transport Models, by **Ms. Heini Suominen**, Associate Economic Affairs Officer, TD, UNESCAP
- 1045-1100 Coffee Break**
- 1100-1230 SESSION 4: UNESCAP Tools for Transport Facilitation Measures (Continued)**
 Model on Integrated Controls at Border Crossings, by **Mr. Fedor Kormilitsyn**, Economic Affairs Officer, TD, UNESCAP
 Secure Cross-border Transport Model - Technological solution for cross-border and transit facilitation, by **Mr. Sandeep Raj Jain**, UNESCAP
 Time/Cost-Distance Methodology for identifying barriers and monitor performance, by **Mr. Fedor Kormilitsyn**, UNESCAP
Open Discussion
 Summing Up by **Chair**

- 1230-1330** **Lunch**
- 1330-1500** **SESSION 5: Business Perspective on Challenges to Transport Connectivity
in South and South West Asia**
(Chair: Amb. Farooq Sobhan, Chairman, Bangladesh Enterprise Institute)
Mr. Sanjay Swaroop, Group General Manager, Container Corporation of India
Mr. R.B. Rauniyar, Managing Director, Interstate Multi-modal Transport,
Nepal
Mr. Ussal Shahbaz, Adviser, Economic Policy Research Foundation (TEPAV),
Turkey
Open Discussion
Summing Up by **Chair**
- 1500-1530** **Coffee Break**
- 1530-1630** **CONCLUDING SESSION**
(Co-Chairs: Dr. Nagesh Kumar & Major General Sajjadul Haque)
Presentation of draft report of the policy dialogue
General discussion on the way forward
Address by the Chief Guest: Prof. Dr. Gowher Rizvi, International Affairs
Adviser to the Hon'ble Prime Minister of Bangladesh
Closing Remarks by **Co-Chairs**



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Hotel Pan Pacific Sonargaon, Dhaka, Bangladesh, **26-27 June 2013**

LIST OF PARTICIPANTS

Members

Afghanistan

Mr. Matiullah Qazizada, General Admin Manager, Government Coordinating Committee, Ministry of Finance, Government of Afghanistan, Kabul

Bangladesh

H.E. Prof. Dr. Gowher Rizvi, International Affairs Adviser to the Hon'ble Prime Minister of Bangladesh

H.E. Dr. Mashiur Rahman, Economic Affairs Adviser to the Hon'ble Prime Minister of Bangladesh

H.E. Maj. Gen (Retd.) Tarique Ahmed Siddique, Defense Adviser to the Hon'ble Prime Minister of Bangladesh

H.E. Mr. Tariq A. Karim, High Commissioner, High Commission for the People's Republic of Bangladesh, New Delhi

Amb. Munishi Faiz Ahmed, Chairman, Board of Governors, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Maj. Gen. Sajjadul Haque, Director General, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Prof. Rehman Sobhan, Chairman, Centre for Policy Dialogue, Dhaka

Amb. Farooq Sobhan, Chairman, Bangladesh Enterprise Institute, Dhaka

Dr. M. Rahmatullah, Senior Adviser, Centre for Policy Dialogue, Dhaka

Dr. Shaheen Afroze, Research Director, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Dr. Mahfuz Kabir, SRF, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Mr. Md. Amzad Hossain, Additional DG (Infrastructure), Bangladesh Railway, Dhaka

Mr. Shisir Kanti Routh, Executive Engineer, Roads and Highways Department, Bangladesh

Bhutan

Mr. Pema Wangchen, Joint Collector, Customs & Excise Section, Regional Revenue & Customs Office, Department of Revenue & Customs, Ministry of Finance, Phuentsholing
Bhutan

Mr. Karma Tenzin, Executive Engineer, Department of Roads, Survey and Design Division, Ministry of Works and Human Settlement, Thimphu

India

H.E. Mr. Pankaj Saran, High Commissioner of India, Dhaka

Mr. Manoj Krishna Akhouri, Executive Director (Traffic Transport) Railway Board, Ministry of Railways, Government of India, New Delhi

Mr. Satish Kumar Reddy, Director (International Customs), Central Board of Excise and Customs, Department of Revenue, Ministry of Finance, Government of India, New Delhi

Mr. Sanjay Swarup, Group General Manager (International Marketing), Container Corporation of India Ltd, New Delhi

Mr. K.L. Thapar, Chairman, Asian Institute of Transport Development, New Delhi

Mrs. Chandrima Roy, Railway Adviser & Counsellor, High Commission of India, Dhaka

Iran (Islamic Republic of)

H.E. Mr. Hossein Aminian Tousi, Ambassador, Islamic Republic of Iran, Dhaka

Nepal

Mr. Keshab Kumar Sharma, Joint Secretary, Ministry of Physical Infrastructure and Transport, Government of Nepal, Singhadarbar, Kathmandu.

Mr. Laxmi Prasad Paudel, Director, Customs Department, Government of Nepal, Tripuswar, Kathmandu.

Mr. R.B. Rauniyar, Managing Director, Interstate Multi-Modal Transport, Kathmandu

Pakistan

Mr. Zubair Shah, Second Secretary, Federal Board of Revenue (FBR), Government of Pakistan, Islamabad

Mr. Afzaal Mahmood, Deputy High Commissioner, High Commission for Pakistan, Dhaka

Turkey

Mr. Adnan Ozturk, Second Secretary, Embassy of Turkey, Dhaka

Mr. Ussal Shabaz, Adviser, Economic Policy Research Foundation of Turkey (TEPAV), Ankara, Turkey

Diplomatic Missions

Myanmar

H.E. Mr. U Myo Myint Than, Ambassador Extraordinary and Plenipotentiary, Embassy of Myanmar, Dhaka

Philippines

Ms. Mary Grace Villamayr, Philippine Embassy, Dhaka

Republic of Korea

Mr. Sang-Eun Park, Researcher, Korean Embassy, Dhaka

Russian Federation

Charge d'Affairs, Embassy of Russian Federation, Dhaka

Specialized Agencies and Other Intergovernmental Organizations

Economic Cooperation Organization (ECO)

Dr. Esmaeil Tekyehsadat, Director of Transport and Communication, Economic Cooperation Organization (ECO), Tehran

South Asian Association for Regional Cooperation (SAARC)

Mr. Ahmar Ismail, Director, Pakistan, South Asian Association for Regional Cooperation (SAARC), SAARC Secretariat, Kathmandu, Nepal

World Bank Group

Mr. Salman Zaidi, Lead Economist, World Bank and Country Economist for Bangladesh and Nepal, Dhaka

Mr. Sherif Muhtaseb, IFC, Dhaka

Mr. M. Lutfullah, IFC, Dhaka

Asian Development Bank (ADB)

Ms. Satoko Tanaka, Transport Specialist, Bangladesh Resident Mission, Asian Development Bank, Dhaka

Ms. Sujatha Viswanathan, Economist, Bangladesh Resident Mission, Asian Development Bank, Dhaka

Other Entities

Australian Agency for International Development (AUSAID)

Ms. Sabrina Varma, Senior Economic Adviser. South Asia Regional Branch, AusAid. Australian Government, Canberra

Department for International Development (DFID)

Mr. Gareth Lafferty, The Department for International Development (DFID), Dhaka

Japan International Cooperation Agency (JICA)

Mr. Nobuo Hazeyama, Transport Specialist, Japan International Cooperation Agency (JICA), Bangladesh Office, Dhaka

Mr. Suman Das Gupta, Senior Program Manager, Japan International Cooperation Agency (JICA), Bangladesh Office, Dhaka

Economic and Social Commission for Asia and the Pacific (ESCAP) Secretariat

Dr. Nagesh Kumar, Director, ESCAP South and South-West Asia Office and Chief Economist

Mr. Li Yuwei, Chief, Transport Facilitation and Logistic Section, Transport Division

Mr. Sandeep Raj Jain, Economic Affairs Officer, Transport Division

Mr. Fedor Kormilitsyn, Economic Affairs Officer, Transport Division

Ms. Heini Suominen, Associate Economic Affairs Officer, Transport Division

Dr. Manas Bhattacharyya, Senior Consultant, ESCAP South and South-West Asia Office

Select Other Local Participants from Bangladesh

Dr. M. Osman Farruk, former Member of Parliament & Minister of Education, Dhaka

Mr. Suhel Choudhury, former Commerce Secretary, Government of Bangladesh

Mr. Abdul Motaleb Sarker, DG(SAARC & BIMSTEC), Ministry of Foreign Affairs, Bangladesh

Mr. Md Alauddin, Joint Secretary, Ministry of Shipping, Bangladesh.

Mr. Tareq Md. Ariful Islam, Director (South Asia), Ministry of Foreign Affairs, Dhaka

Mr. Toufiq Islam Shatil, SAS (East Asia & Pacific), Ministry of Foreign Affairs, Dhaka

Md. Mahbub-ul Alam, Joint Secretary, Government of Bangladesh

Mr. Salahuddin Noman Chowdhury, Director (Economic Affairs), Ministry of Foreign Affairs, Dhaka

Ms. Marufa Ismet, Chief Transport Economist, Economic Circle, Roads and Highways Department. Bangladesh

Mrs. Nasrin Sultana, Deputy Secretary, Ministry of Finance, Bangladesh

Mr. A.F.M. Abdullah Khan, First Secretary, Customs Policy and Budget, National Board of Revenue, Dhaka

Mr. Md. B. Hossain, Assistant Secretary (South Asia), Ministry of Foreign Affairs, Bangladesh

Mr. Mohammad Moniruzzaman, PS to Secretary, Ministry of Shipping, Bangladesh

Mr. Md. Tarik Haider, former D.G (Legal Affairs), Ministry of Foreign Affairs, Dhaka

Mr. Rasheed Khan, Govt. Service, Dhaka

Mr. Md. Mahbub-ul-Alam, Joint Secretary, National Defence College, Mirpur Cantonment, Bangladesh

Mr. Kamal Majumdar, Engineer, Road Construction Firm, Dhaka

Captain Md Nurul Haque(Retd.), Co-Convenor DCS, National Communication, Transport, Bangladesh

Mr. Zia Hassan Ibn Ahamed, Joint Secretary, National Defence College, Mirpur Cantonment, Dhaka

Commodore Shiekh Arif Mahmood, Course Member, National Defence College , Mirpur Dhaka

Brig Gen. Mesbah, Faculty Member, National Defence College, Dhaka, SDS(Army) National Defence College, Mirapur, Dhaka

Lt Gen. Md. Mainul Islam, Chief of General Staff, Bangladesh Army, Dhaka

Brig. General Mesbah UI Alam Chowdhury, ndc, afwc, psc, Senior Directing Staff (Army), National Defence College, Mirpur Cantonment, Bangladesh

Captain Shiekh Mahmudul Hassan (H), AOWS, PSC, Naval Head Quarter Operation Branch, Bangladesh

Lieutenant Colonel Md. Obaydul Haque, Border Guard Bangladesh, Peelkhana, Bangladesh

Lt. Col. Mohammad Morshed Alam, AHQ, QMG'S Br., Bangladesh

Lt Col Md. Obydul Haque, Engineer, ul obeyed AQ Construction, Pilkhana, Dhaka

Wing Commaner Md. Aminul Islam, psc, ATC, D ATS, Air HQ, Dhaka Cantt., Bangladesh

Captain S M Hassan, Director of Hydrography , Naval Headquarters, Dhaka

Mr. Chowdhury Khalequzzaman, former Ambassador of Bangladesh, Adviser and Consultant, Dhaka

Mr. Shahed Akhtar, former Ambassador and Principal (FSA), 85 Road 6, Bangladesh

Shafullah, Ex Ambassador, Dhaka

Mr. Abdul Haque, Director, The Federation of Bangladesh Chambers of Commerce and Industry (FBCCI), Dhaka

Mr. Md. Anwar Sadat Sarker, Director, The Federation of Bangladesh Chambers of Commerce and Industry (FBCCI), Dhaka

Mr. Tabarakul Tosaddek Hossain Khan Tito, Director, The Federation of Bangladesh Chambers of Commerce and Industry (FBCCI), Bangladesh

Capt. Md. Nurul Haque, Co Convener, Dhaka Chamber of Commerce and Industry (DCCI) , HD, Shelter Construction Ltd. Dhaka-1230

Dr. Mustafizur Rahman, Chairman, Institute of Development Strategy (IDS), Dhaka

Dr. Mohammad Yunus, Senior Research Fellow, Bangladesh Institute of Development Studies (BIDS), Bangladesh

Dr. N.C Nath , Bangladesh Institute of Development Studies (BIDS), Dhaka, Bangladesh

Iftekhar Husain, Dhaka University

M. Shahiduzzaman, Professor, Deptt. of International Relations, Dhaka University

Dr. A.S.M Ali Ashraf, Assistant Professor of IR, Dhaka University, Dhaka

Rezone Ahmed, Dhaka University

Saif-ur-Rahman, Dhaka University

Md. Mustafizur Rahman, Dhaka University

Dr. Md. Mazharul Hoque, Professor, Bangladesh University of Engineering and Technology (BUET), Bangladesh

Rita Husan, Bangladesh University of Engineering and Technology (BUET), Dhaka

Md. Emdadul Islam, Bangladesh University of Engineering and Technology (BUET), Dhaka

Mr. Humayun Kabir, Vice-Chairman, Bangladesh Enterprise Institute (BEI), Dhaka

Mr. Faiz Sobhan, Research Director, Bangladesh Enterprise Institute (BEI), Dhaka

Sayed Borhan Uddin Mahmud, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Lt. Cdr. Reja Ahmed Ferdous, AD (B & A), Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Razia Sultana, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Col. M Raquibul Haq, psc, Research Director, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Md. Muhibbur Rahman, Research Officer, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

A.S.M. Tarek Hassan Semul, Research Officer, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Monzima Haque, Research Officer, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Md.Rezaul Karim, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Najiba Khatun, Deputy Director(Acting), Library & Documentation, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

M Ashiqur Rahman, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Mehbubur Rashid Bhuiyon, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Segufta Hossain, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Razia Sultana, Research Fellow, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Abu Salah Md. Yousuf, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Maj General M.A. Matin (Retd), former DG, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Sabher Suleri, former Officer, Bangladesh Institute of International and Strategic Studies (BIISS), Dhaka

Dr. Nurul Islam Nazen

Mr. ASM Mainuddin Monem, Deputy Managing Director, Abdul Monem Ltd., Dhaka

Erum Rahman, NGO, Dhaka

Rashed Chowdhury, Business, Dhaka

Omar Rahman, Banker, Dhaka

Iftekhar Zaman, Economist, Dhaka

Farid Ahmed, Researcher, Dhaka

Maj. Gen. Imamuz Zaman, BB, PSC, (Retd.), Dhaka 1206

Tanveer Azhar, Researcher, Dhaka

Prof. M.A.Hye, Dhaka

Bahram Seifzadeh, Dhaka

Maj. Gen. Fazal-ur-Rahman (Retd.), Dhaka

Ms Heather Jacobsen

Muid Alam, Business, Dhaka

Ashraf Noor, R. Industries Ltd., Rd. 4, House 9-B/3, Dhanmandi, Dhaka

Yaqub Ali, Business, Dhaka

Naser Husain, Researcher, Dhaka

Media

Monshed Hassib, Channel 24

Tanvir Khondokar, NTV

Munima Sultana, Financial Express 45, Topkhana Road

Masud Monsad, Journalist , RTV

Ahmed Ali, NTV

Md. Jasin Uddin, Journalist.

Arafat Siddiqe, Journalist, NTV

Rafiqul Islam, UNB

Kawsar Ahmed, 71 TV

Sharmin Dola, 71 TV

Md. Abdul Mannan, 71 TV

S M Moniuddin, Reporter, ATN Bangla.

Hasan Major, Journalist, New Age.

Masud Hassan, Journalist

Nurul Islam, Journalist

Akash, Daily Sunbad

Falguni Rashid, Ekattor TV, Reporter

Timesworld 24.com

Khandkar Masood, Dainik Kholo Kagaz

Shaikh Maqsood Ali

Fatema, Journalist

Md. Narzmul Ahasan, Journalist

Raisa Sultana, Journalist