Conference on Regional Cooperation and Integration
Experiences in Asia and the Pacific

Organized by the Asian Development Bank and Kunming Municipal Government, Yunnan Province, People’s Republic of China

Papers and Presentations

Disclaimer:

The views expressed in this presentation are the views of the author and do not necessarily reflect the views or policies of the Asian Development Bank (ADB), or its Board of Directors or the governments they represent.

ADB makes no representation concerning and does not guarantee the source, originality, accuracy, completeness or reliability of any statement, information, data, finding, interpretation, advice, opinion, or view presented.

By making any designation of or reference to a particular territory or geographic area, or by using the term “country” in this document, ADB does not intend to make any judgments as to the legal or other status of any territory or area.
South Asia Regional Cooperation in Transport and Roles of Economic Corridors
By Mr. Saifuddin Ahmed, Joint Secretary, Economic Relations Division, Ministry of Finance, Government of Bangladesh

Conference on Regional Cooperation and Integration
-Experiences in Asia and the Pacific
Kunming, Yunnan Province, People's Republic of China
26-27 March 2012

Issues and Challenges

✓ Subregional trade is largely asymmetric:
   • Landlocked Nepal and Bhutan trade mainly with India
   • Trade between Bangladesh, Bhutan, and Nepal is small

✓ Need to strengthen transport connectivity
   i. Road: need to improve quality of roads, transit and transshipment arrangements, policy and regulatory barriers, and other non-tariff barriers to trade;
   ii. Rail: technical constraints related to different gauges, missing last-mile connectivity;
   iii. Inland Waterways: protocol routes underutilized due to drafts, navigational aids, limited ports of call, and non-renewal issues;
   iv. Air: lack of direct flights, regulatory barriers, people and cargo movement procedures and requirements.
Ten Corridors of SAARC Regional Multimodal Transport Study (SRMTS)

The SASEC TFTWG (Mar 2012) endorsed development of roads and land customs stations along two priority road corridors (along SRC 4 and SRC 8):

- Corridor 1: Kakarbhitta (NEP) - Panitanki (IND) - Fulbari (IND) - Banglabandha (BAN) (40 km)
- Corridor 2: Phuentsholing (BHU) - Jaigaon (IND) - Changrabandha (IND) - Burimari (BAN) (110 km)

To address soft-aspects of trade facilitation, TFTWG also endorsed:

- Program Support to address policy, regulatory and institutional reforms
- Technical Assistances to support capacity building activities
Asian Highway and Trans-Asian Railway Network

SASEC Portion

Disclaimer: In preparing any country program or strategy, financing any project, or by making any designation of, or reference to, a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.
UNESCAP’s Priority Asian Highway and Trans Asia Railway Projects in South Asia

<table>
<thead>
<tr>
<th>Department</th>
<th>Country</th>
<th>Asian Highway</th>
<th>Trans-Asian Railway</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Asia</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bangladesh</td>
<td>29</td>
<td>7,040</td>
</tr>
<tr>
<td></td>
<td>Bhutan</td>
<td>1</td>
<td>177</td>
</tr>
<tr>
<td></td>
<td>India</td>
<td>4</td>
<td>7,040</td>
</tr>
<tr>
<td></td>
<td>Nepal</td>
<td>1</td>
<td>177</td>
</tr>
<tr>
<td></td>
<td>Sri Lanka, India</td>
<td>1</td>
<td>177</td>
</tr>
<tr>
<td></td>
<td>Sri Lanka, India</td>
<td>1</td>
<td>177</td>
</tr>
<tr>
<td></td>
<td>Sub Total</td>
<td>36</td>
<td>2,841</td>
</tr>
</tbody>
</table>

Source: TA 7557 Promoting Regional Infrastructure Development, ADB, March 2011

Role of Development Partners and Private Stakeholders

- ADB, WB and UNESCAP have developed knowledge products related to regional transport in South Asia
- JICA, DFID, and others are providing assistance primarily for national transport projects in South Asia
- Private sectors involvement in the development of road, railway, port and civil aviation have been successful in the past and there is significant scope for greater engagement
Conclusion

- An integrated and efficient transportation network is essential to create the enabling environment for regional and international trade in South Asia.

- The ‘last mile’ effort to connect missing links between railways and national highways will reap large benefits.

- In addition to north-south connectivity (access to ports for landlocked countries, and link to PRC), east-west connectivity will further connect SASEC to CAREC on the west and GMS on the east.

Thank you