

Connectivity and Trade Facilitation: Bangladesh Perspective

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Presentation Outline

- Introduction
- Challenges
- Initiatives by Bangladesh
- Way Forward
- Concluding Remarks



Introduction

- South Asia- Unique Region - Diversity offers opportunities
- Mistrust & historical hang over restricts opportunities
- Least integrated region
- Low intra-regional trade - one of the fastest growing economic regions averaging about 6% growth per year
- Intra-regional trade only USD 10 billion in 2007 or around 5% of their total global trade, compared to 45% in East Asia and 26% & ASEAN
- Potential up to USD 40 billion once challenges to connectivity are addressed



Challenges to Connectivity

- Infrastructural
- Administrative
- Security
- Psychological – Mistrust
- Negative popular perception



Initiatives by Bangladesh (Domestic)

- Liberalised trading regime
- Simplified & modernised customs procedures
- Improved Infrastructure & facilities at customs points, different sea & land ports
- ASUCUDA is in process
- Chittagong Port undergoing reforms
- Full Automation of Dhaka and Chittagong Customs House
- Reduction of physical inspection of consignments - 100% in 1999 to currently around 10%



Initiatives by Bangladesh (Domestic)

- Number of pre-clearance signatures has gone down to 5 from 25, & export clearance time for 95% of consignments has been reduced from 72 hrs. in 1999 to 3 hrs.
- Appointment of Tax Ombudsman
- New-mooring Container Terminal (NCT) at Chittagong Port waiting for operation
- Government and private sector working closely

Initiatives by Bangladesh (Regional)

Joint Communique between BD and India in January 2010 in New Delhi for:

- Use of Mongla and Chittagong sea ports by India, Nepal and Bhutan.
- Rohanpur-Kathihar-Rauxal-Birgunj BG rail link to be available for transit traffic movement between Nepal and Mongla Port.
- Construction of a new Akhaura-Agartala rail link
- Developing Ashuganj as a new port of call and transshipment port for onward connectivity by road to Agartala
- Allowing bilateral container traffic to be carried by both rail and IWT.



Way Forward

- Investment in Infrastructure
- A feasibility study
- Sharing experiences in infrastructure financing and development among countries of the region
- Improving the efficiency of customs, ports (sea and land based) and airports.
- Need for standardisation, simplification and harmonisation of custom documentations and

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_6094

