

ADB – ESCAP BPA Study

SASEC Trade and Transit Corridors

**Priority of Implementations on
Major Recommendations**

Corridor 1

**[Kakarvitta – Panitanki – Phulbari –
Banglabandh]**

Issue	Recommendation	Implementing agency	Assumptions and Risks involved,
<p>Reduce the cost of transportation of goods from Nepal to Bangladesh</p>	<p>To introduce a flexible and effective car pass system for Nepalese trucks in Bangladesh.</p>	<p>Government of India, Government of Nepal, Government of Bangladesh</p>	<ul style="list-style-type: none"> • Under a car pass system introduced by Bangladesh Government, the Nepalese trucks carrying export consignments can enter Bangladesh, for one day only. • The truck is required to return the same day from Bangladesh. • The Nepalese trucks can enter Bangladesh without Kalashi / Cleaner. • The goods are transferred at the border of Bangladesh to a Bangladeshi Truck, which adds to cost. • It is suggested that the Government of Nepal and Government of Bangladesh may work out a flexible system for facilitating the process of Nepal trucks' free movement to Bangladesh for offloading the goods at the destination.

Issue	Recommendation	Implementing Agency	Assumptions and risk involved
Custom related offices are scattered outside the ICD	Confine all related offices with in ICD compound	Ministry of Commerce and Supplies, Ministry of Agriculture, Ministry of Industry and Ministry of Finance.	<ul style="list-style-type: none"> • It reduces custom clearance time but requires coordination among related ministries. • Availability of land

Issue	Recommendations	Implementing Agency	Assumptions and risk involved
Restriction to enter the Nepali Exporter to Banglabandh with Cargo	Make Visa available on arrival.	Government of Bangladesh	This will help enhancing flow of goods and human traffic in the corridor but needs effective passport control.

Issue	Recommendation	Implementing Agency	Assumptions and risk involved
Absence of competent decision making officer in Panitanki and Phulbari Custom	Depute high level officer in Panitanki and Phulbari customs	Land Custom Authority of India Ministry of Finance	This avoids delay in decision making but increases cost of the Panitanki custom office Volume of transaction is not big enough

Issue	Recommendation	Implementing Agency	Assumptions and risk involved
Bad road condition in Kakarvitta to Phulbari section of the corridor	Improve road condition	Government of India	It helps smooth and speedy flow of goods but involves big budget and also not very important for India Governments of Nepal, India and Bangladesh with the assistance of ADB and ESCAP may take up a project for improvement of road condition.

Corridor 2

[Sholing – Jaigaon – Hasimara –
angrabandha – Burimari]

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_7360

