

# Publications Digest 2020

*CUTS Centre for International Trade, Economics & Environment (CUTS CITEE) produces this document for informing the relevant stakeholders its major publications in 2020.*

## REPORTS

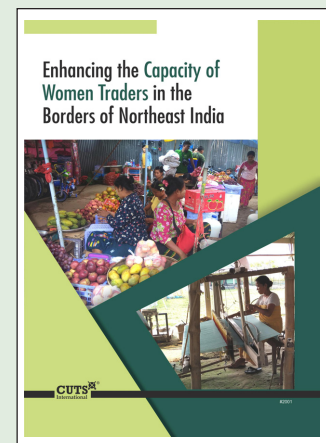
### Enhancing the Capacity of Women Traders in the Borders of Northeast India

In India's northeast states, women traders have not been able to fully exploit the opportunities of current international trade possibilities. This is despite the availability of digital technology and presence of online social networks as a new platform to access information and reaches out to a diverse buyer groups across the world.

Hence, CUTS initiated this project to reach identify the challenges faced by women traders located in five of India's northeast states viz. Assam, Arunachal Pradesh, Manipur, Meghalaya, Nagaland. The aim was not only to collect evidence and stories but also to build their capacity to conduct international trade and effectively utilise available schemes and opportunities.

This study reviewed various socio-economic challenges faced by women traders in the given locations, by surveying a number of women-led, managed and owned enterprises. Following that, training programmes on export procedures were organised in all five states. A national dissemination meeting and roundtable discussion led to the development of an action agenda for enhancing women's participation in trade operations.

<https://cuts-citee.org/pdf/enhancing-the-capacity-of-women-traders-in-the-borders-of-northeast-india.pdf>



## Webinars

In 2020, CUTS International successfully organised a series of webinars that provided a dynamic, engaging and informative platform for discussions and deliberations by experts on topical and thought-provoking issues. A total of 50 webinars were held during April-December, 2020.

A complete list can be viewed at:

<https://cuts-international.org/PDF/CUTS-Webinars-apr-dec-2020.pdf>

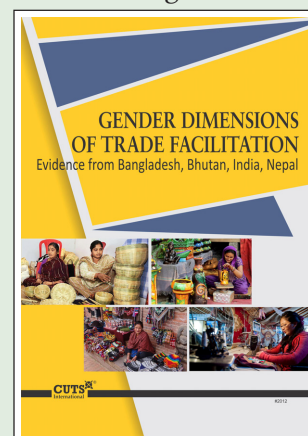
## Gender Dimensions of Trade Facilitation *Evidence from Bangladesh, Bhutan, India, Nepal*

Over the past few years and particularly after the adoption of Trade Facilitation Agreement (TFA) by the World Trade Organisation (WTO), a renewed emphasis has been paid on how trade may impact gender and how gender inclusive trade policies can be formulated.

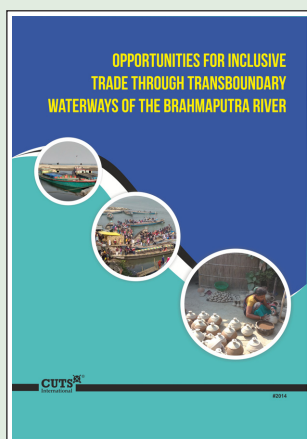
In the long term, this may help the governments in setting the priorities in negotiating trade agreements, formulating domestic policies or reforming the sectors where women entrepreneurs are represented disproportionately.

Given this backdrop, CUTS International has prepared a Compendium, which is a collection of briefing papers by a group of eminent experts from Bangladesh, Bhutan, India, Nepal (BBIN), as an output of a project titled Gender Dimension of Trade Facilitation: Evidence from Bangladesh, Bhutan, India and Nepal supported by the Foreign, Commonwealth and Development Office (FCDO) of the United Kingdom under its Asia Regional Trade and Connectivity Programme.

<https://cuts-citee.org/pdf/compendium-on-gender-dimensions-of-trade-facilitation.pdf>



## Opportunities for Inclusive Trade through Transboundary Waterways of the Brahmaputra River



Cross-border trade between India and Bangladesh through inland waterways is governed by the Protocol on Inland Water Transit and Trade (PIWTT). It defines selected routes for the movement of goods between the two places in one country and to a third country through the territory of the other.

The recent development of allowing the movement of shallow draft vessels through Protocol Route and the declaration of new routes and Ports of Call, has opened avenues for short haul trade attracting local traders in the sub-region.

In this context, CUTS international with the support from Oxfam under the programme 'Transboundary Rivers of South Asia' (TROSA) conducted a study along the stretch Dhubri (Assam, India) and Chilmari (Kurigram, Bangladesh) falling in the Protocol Route 1 and 2

to explore the prospects of inclusive cross-border trade. This Report captures various challenges related to infrastructure, regulations and market access faced by local producers, traders and small scale entrepreneurs that are hindering them from participating in cross-border trade and proposes specific recommendations to address those challenges.

<https://cuts-citee.org/pdf/opportunities-for-Inclusive-trade-through-transboundary-waterways-of-the-brahmaputra-river.pdf>

### Fragmented Multilateral Governance *Need for a sequenced and inclusive agenda for India and the G20*

Nearly a decade after the global financial crisis of 2008-10, the Group of Twenty (G20) seems to be indispensable in amplifying global cooperation efforts to fight another health and socio-economic crises caused by COVID-19 pandemic. The G20 acted swiftly by pledging to contribute US\$5tn into the global economy to combat the socio-economic impact caused by this crisis.

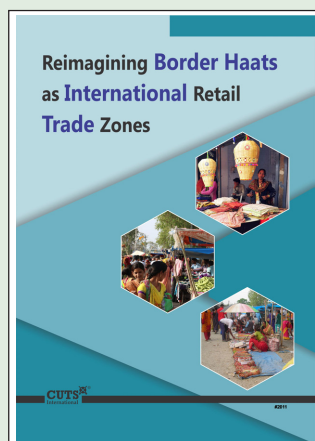
In the same decade, the world has witnessed a dramatic change in production system, international trade, regional connectivity and the multilateral cooperation landscape. These changes will without question occur even further in the next few years. Thus, there is a strong need to make the global governance forums such as G20 accustomed to better reflect shifting people's sentiments and desire to change the rules governing trade, investment, production and movement of people.

Given this backdrop, CUTS International has published this Discussion Paper to generate traction on the debates surrounding the G20 and on the role that India needs to play during its presidency in 2022 in New Delhi.

<https://cuts-citee.org/pdf/fragmented-multilateral-governance.pdf>



### Reimagining Border Haats as International Retail Trade Zones



Traditional cross-border retail trade has broadly depended on two formats. One is cross-border tourism where buyers across the border make purchases. The other format is to have a dedicated retail zone accessible to foreign buyers with special rules and regulatory flexibilities on or close to an international border.

This Discussion Paper provides a brief synopsis of the literature related to the traditional cross-border retail trade and establishes the difference between cross-border tourism and cross-border retail zones. It further discussed the different models of cross-border retail trade based on existing examples extant internationally. It then brings this analysis to bear upon the possibility of developing a cross-border retail zone in the India-Bangladesh border and juxtaposes the discussion on regulatory concerns to this specific case.

It provides some practical examples of addressing these concerns through administrative innovations and technology and proposes a potentially workable model for such retail zones in this region.

<https://cuts-crc.org/pdf/DP-reimagining-border-haats-as-international-retail-trade-zones.pdf>

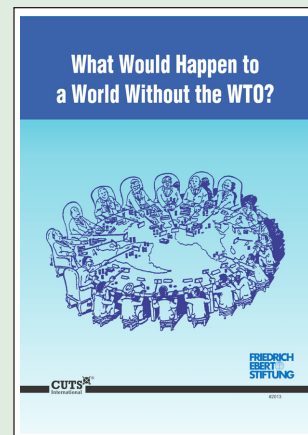
### What Would Happen to a World Without the WTO?

The aftermath of the COVID-19 pandemic is disrupting the existing geopolitical and geo-economic equilibriums along with a largely dysfunctional WTO, that is unable to discharge one of its most important functions - dispute settlement.

A rules-based multilateral trading system is an absolute necessity. In this regard CUTS International has come up with a Discussion Paper that attempts to analyse a forward-looking agenda for the multilateral trading system to reinvent itself in a new avatar. This agenda is based on a series of webinars organised by CUTS which was held across the world virtually during April-September, 2020.

It concludes by arguing that while different systems of economic and political governance can co-exist, it is important for the global powers to understand the value of 'agree to disagree' and it is the responsibility of the middle and emerging powers to convince them.

<https://cuts-citee.org/pdf/dp-what-would-happen-to-a-world-without-the-wto.pdf>



### Transforming Logistics Performance in BBIN Countries Towards creating a lasting legacy



End to end analysis of a corridor using objective data is rare in South Asia, in general, and in the Bangladesh, Bhutan, India, Nepal (BBIN) sub-region, in particular. The overall focus largely remains on examining the border effect.

The border effect captures the quality of trade facilitation which is only one aspect of the quality of the overall logistics of a corridor. For an objective analysis of any region, such as BBIN and the corridors, that provide intra-regional connectivity, one must try to look for innovative approaches for study.

Given current technology sophistication made available to transport assets and operations, it is possible to assess corridor specific logistics quality in any region. It is in this context, this Discussion Paper attempts to analyse the concept of freight fluidity and the fluidity of a specific corridor that should be adopted for future research in this area.

Implementation of recommendations put forth in this paper can help both policymakers and businesses prioritise their efforts, and this, in turn, would lead to significant gains in logistics quality.

<https://cuts-citee.org/pdf/discussion-paper-transforming-logistics-performance-in-BBIN-countries.pdf>

## DISCUSSION PAPERS

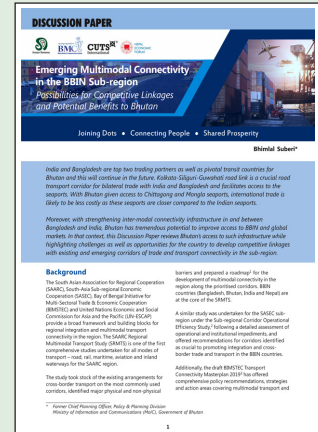
# Emerging Multimodal Connectivity in the BBIN Sub-region Possibilities for Competitive Linkages and Potential Benefits to Bhutan

India and Bangladesh are top two trading partners as well as pivotal transit countries for Bhutan and this will continue in the future. Kolkata-Siliguri-Guwahati road link is a crucial road transport corridor for bilateral trade with India and Bangladesh and facilitates access to the seaports. With Bhutan given access to Chittagong and Mongla seaports, international trade is likely to be less costly as these seaports are closer compared to the Indian seaports.

Moreover, with strengthening inter-modal connectivity infrastructure in and between Bangladesh and India, Bhutan has tremendous potential to improve access to BBIN and global markets.

In that context, this Discussion Paper reviews Bhutan's access to such infrastructure while highlighting challenges as well as opportunities for the country to develop competitive linkages with existing and emerging corridors of trade and transport connectivity in the sub-region.

<https://cuts-citee.org/pdf/discussion-paper-emerging-multimodal-connectivity-in-the-bbin-sub-region-possibilities-for-competitive-linkages.pdf>



## BILL BLOW-UP



## Draft Coastal Shipping Bill, 2020

In October 2020, the Ministry of Shipping, Government of India recently placed a Draft Coastal Shipping Bill, 2020 for public consultation. This has been drafted in lieu of Part XIV of the Merchant Shipping Act, 1958.

The Draft Bill proposes various reforms having direct impacts on coastal maritime transport, inland waterways connectivity and trade. It underlines that given the increased need for intra-regional trade, stress on other modes of transportation within India and more and more connections (trade, social and cultural) with Asian countries, there is an imminent need to revamp the Indian coastal shipping and inland waterways sector.

Therefore, to achieve that in a just and sustainable manner with an equal emphasis on its impact on the economy, equity, and environment, it is pertinent to assess its policy imperatives.

<https://parforce.in/pdf/bill-blowup-draft-coastal-shipping-bill-2020.pdf>

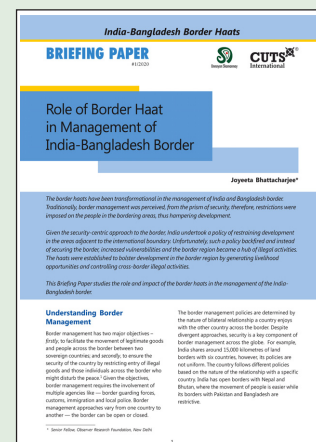
## Role of Border Haat in Management of India-Bangladesh Border

Traditionally, border management was perceived, from the prism of security. Therefore, India undertook a policy of restraining development in the areas adjacent to the international boundary. Unfortunately, such a policy backfired, and instead of securing the border, increased vulnerabilities and the border region became a hub of illegal activities.

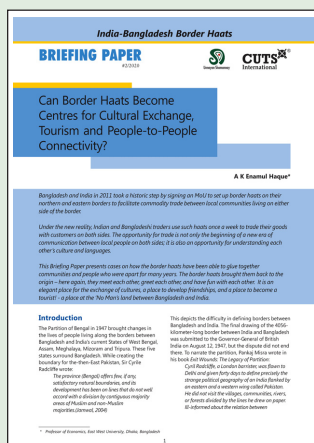
The establishments of border haats have been transformational in the management of India and Bangladesh border. The haats were established to bolster development in the border region by generating livelihood opportunities and controlling cross-border illegal activities.

In this context, this Briefing Paper discussed the role and impact of the border haats in the management of the border between India and Bangladesh. It also highlighted the importance of border communities in effectively managing and securing the borders.

<https://cuts-crc.org/pdf/briefing-paper-role-of-border-haat-in-management-of-india-bangladesh-border.pdf>



## Can Border Haats Become Centres for Cultural Exchanges, Tourism and People-to-People Connectivity?



Bangladesh and India in 2011 took a historic step by signing an MoU to set up border haats on their northern and eastern borders to facilitate commodity trade between local communities living on either side of the border.

Under the new reality, Indian and Bangladeshi traders use such haats once a week to trade their goods with customers on both sides. The opportunity for trade is not only the beginning of a new era of communication between local people on both sides; it is also an opportunity for understanding each other's culture and languages.

This Briefing Paper presents cases on how the border haats have been able to glue together communities and people who were apart for many years. The border haats brought them back to the origin - here again, they meet each other, greet each other, and have fun with each other. It is an elegant place for the exchange of cultures, a place to develop friendships, and a place to become a tourist! - a place at

the 'No Man's land between Bangladesh and India.

<https://cuts-crc.org/pdf/briefing-papers-can-border-haats-become-centres-for-cultural-exchange-tourism-and-people-to-people-connectivity.pdf>

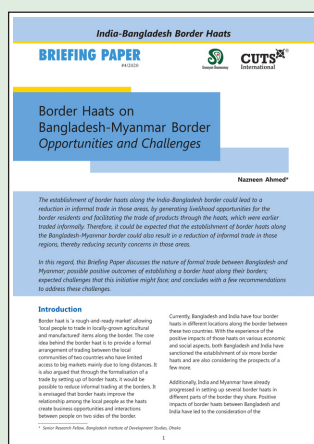
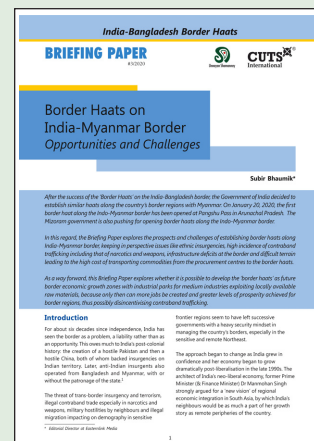
## Border Haats on India-Myanmar Border Opportunities and Challenges

On January 20, 2020, the first border haat along the Indo-Myanmar border has been opened at Pangshu Pass in Arunachal Pradesh. The Mizoram government is also pushing for opening border haats along the Indo-Myanmar border.

Keeping these developments in mind, this Briefing Paper explores the prospects and challenges of establishing border haats along the India-Myanmar border. In doing so, it has kept in mind perspective issues like ethnic insurgencies, high incidence of contraband trafficking including that of narcotics and weapons, infrastructure deficits at the border and difficult terrain leading to the high cost of transporting commodities from the procurement centres to the border haats.

It also discussed the prospect of developing 'border haats' as border economic growth zones with industrial parks for small and medium industries.

<https://cuts-crc.org/pdf/briefing-papers-border-haats-on-india-myanmar-border-opportunities-and-challenges.pdf>



## Border Haats on Bangladesh-Myanmar Border Opportunities and Challenges

The establishment of border haats along the India-Bangladesh border is a success story. They lead to a reduction in informal trade in those areas, by generating livelihood opportunities for the border residents and facilitating the trade of products through the haats, which were earlier traded informally.

Therefore, it could be expected that the establishment of border haats along the Bangladesh-Myanmar border could also result in a reduction of informal trade in those regions, thereby reducing security concerns, among other benefits.

This Briefing paper discussed possible positive outcomes of establishing border haats along the Bangladesh-Myanmar borders

expected challenges that this initiative might face and possible ways to address them.

<https://cuts-crc.org/pdf/briefing-papers-border-haats-on-bangladesh-myanmar-border-opportunities-and-challenges.pdf>

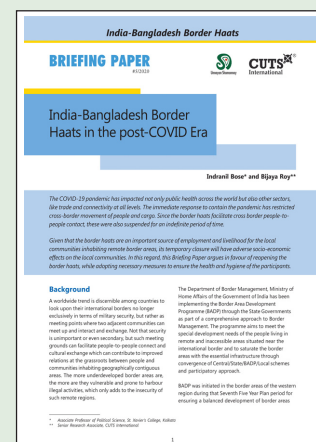
## India-Bangladesh Border Haats in the post-COVID Era

The COVID-19 pandemic has impacted not only public health across the world but also other sectors, like trade and connectivity at all levels. The immediate response to contain the pandemic has restricted cross-border movement of people and cargo. Since the border haats facilitate cross border people-to-people contact, these were also suspended for an indefinite period of time.

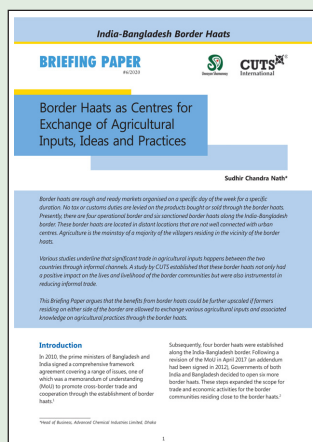
Therefore, this Briefing Paper argues in favour of reopening the border haats, while adopting necessary measures to ensure the health and hygiene of the participants.

As border haats are an important source of employment and livelihood for the local communities inhabiting the remote border areas, and the suspension of the border haats for an indefinite period will dilute the benefits accruing to the local communities.

<https://cuts-crc.org/pdf/briefing-papers-india-bangladesh-border-haats-in-the-post-covid-era.pdf>



## Border Haats as Centres for Exchange of Agricultural Inputs, Ideas and Practices



Presently, there are four operational and six sanctioned border haats along the India-Bangladesh border. These border haats are located in distant locations that are not well connected with urban centres. Border haats not only had a positive impact on the lives and livelihood of the border communities but were also instrumental in reducing informal trade.

Agriculture is the mainstay of a majority of the villagers residing in the vicinity of the border haats. Various studies have highlighted that significant trade in agricultural inputs happens between the two countries through informal channels.

In this context, this Briefing Paper argues that the benefits from border haats could be further upscaled if farmers residing on either side of the border are allowed to exchange various agricultural inputs and associated knowledge on agricultural practices through the

border haats. This could also help in creating and also strengthening value chains among border villages in India and Bangladesh.

<https://cuts-crc.org/pdf/briefing-papers-border-haats-as-centres-for-exchange-of-agricultural-inputs-ideas-and-practices.pdf>

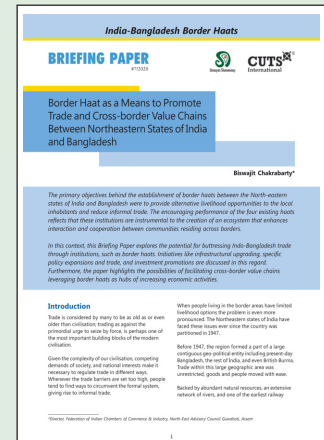
## Border Haat as a Means to Promote Trade and Cross-border Value Chains Between Northeastern States of India and Bangladesh

The primary objectives behind the establishment of border haats between the North-eastern states of India and Bangladesh were to provide alternative livelihood opportunities to the local inhabitants and reduce informal trade.

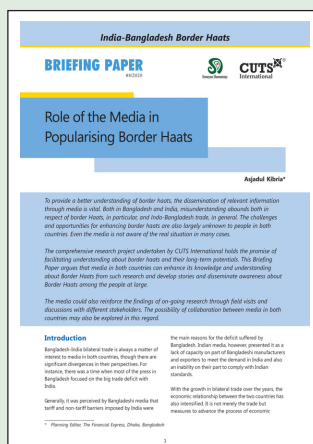
The encouraging performance of the four existing haats reflects that these institutions are instrumental to the creation of an ecosystem that enhances interaction and cooperation between communities residing across borders.

In this context, this Briefing Paper explores the potential for buttressing Indo-Bangladesh trade through institutions, such as border haats. Initiatives like infrastructural upgrading, specific policy expansions and trade, and investment promotions are discussed in this regard. Furthermore, the paper highlights the possibilities of facilitating cross-border value chains leveraging border haats as hubs of increasing economic activities.

<https://cuts-crc.org/pdf/briefing-papers-border-haat-as-a-means-to-promote-trade-and-cross-border-value-chains-between-northeastern-states-of-india-and-bangladesh.pdf>



## Role of the Media in Popularising Border Haats



Both in Bangladesh and India, misunderstanding abounds in respect of Border Haats, in particular, and Indo-Bangladesh trade, in general. The challenges and opportunities for enhancing Border Haats are also largely unknown to people in both countries. Even the media is not aware of the real situation in many cases.

To provide a better understanding of Border Haats, the dissemination of relevant information through media is vital. The comprehensive research project undertaken by CUTS International holds the promise of facilitating understanding about border haats and their long-term potentials.

This Briefing Paper argues that media in both countries can enhance its knowledge and understanding about Border Haats from such research and develop stories and disseminate awareness about Border Haats among the people at large.

<https://cuts-crc.org/pdf/bp-role-of-the-media-in-popularising-border-haats.pdf>

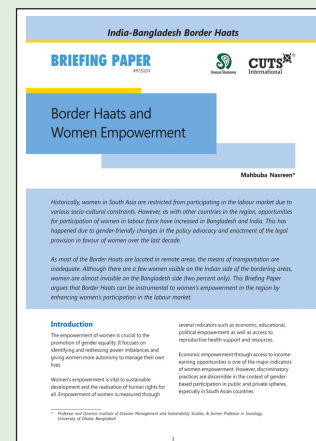
## Border Haats and Women Empowerment

Historically, women in South Asia are restricted from participating in the labour market due to various socio-cultural constraints. However, as with other countries in the region, opportunities for participation of women in labour force have increased in Bangladesh and India. This has happened due to gender-friendly changes in the policy advocacy and enactment of the legal provision in favour of women over the last decade.

As most of the Border Haats are located in remote areas, the means of transportation are inadequate. Although there are a few women visible on the Indian side of the bordering areas, women are almost invisible on the Bangladesh side (two percent only).

This Briefing Paper argues that Border Haats can be instrumental to women's empowerment in the region by enhancing women's participation in the labour market.

<https://cuts-crc.org/pdf/bp-border-haats-and-women-empowerment.pdf>



## Reimagining Border Haats as Border Co-prosperity Zones

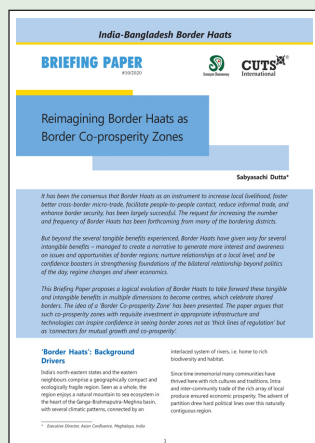
It has been the consensus that Border Haats as an instrument to increase local livelihood, foster better cross-border micro-trade, facilitate people-to-people contact, reduce informal trade, and enhance border security, has been largely successful.

But beyond the several tangible benefits experienced, Border Haats have given way for several intangible benefits – managed to create a narrative to generate more interest and awareness on issues and opportunities of border regions; nurture relationships at a local level; and be confidence boosters in strengthening foundations of the bilateral relationship beyond politics of the day, regime changes and sheer economics.

This Briefing Paper proposes a logical evolution of Border Haats to take forward these tangible and intangible benefits in multiple dimensions to become centres, which celebrate shared borders. The idea of a 'Border Co-prosperity Zone' has been presented.

The paper argues that such co-prosperity zones with requisite investment in appropriate infrastructure and technologies can inspire confidence in seeing border zones not as 'thick lines of regulation' but as 'connectors for mutual growth and co-prosperity'.

<https://cuts-crc.org/pdf/bp-reimagining-border-haats-as-border-co-prosperity-zones.pdf>



## Kaladan Multi-Modal Transit Transport Project Navigating Myanmar's Ethnic Conundrum

India's cross-border connectivity projects, especially in eastern Southern Asia (Bangladesh, Bhutan, India and Nepal, BBIN) have gained considerable traction in recent years. With the hard and soft infrastructure falling in place, India's Northeastern region will truly become the bridgehead between the South Asian and Southeast Asian neighbourhood.

Ironically, the first cross-border project that India had initiated in the Northeast region, the Kaladan Multi-Modal Transit Transport Project (KMMTTP), more than two decades ago, is yet to take off, while some of those planned later have become functional.

Not only has there been inordinate delays in completing the KMMTTP, but the Arakan Army, an ethnic rebel group, functioning in the same area with its heightened hostility in recent times has put the future of the ambitious project at risk.

<https://cuts-citee.org/pdf/briefing-paper-kaladan-multi-modal-transit-transport.pdf>



## Aviation Logistics in the BBIN Sub-region Pathways for greater resilience

The airline industry at the global level has grown rapidly over the last two decades as the number of passengers flying to destinations increased from 1.5 billion in 1998 to 4.1 billion in 2017. In a pre-pandemic situation, airplanes used to transport over 10 million passengers and around US\$18bn worth of goods in a day. This indicates the significant economic role played by the aviation sector in the global economy, which is also demonstrated by the fact that the sector represents 3.5 per cent of the gross domestic product (GDP) worldwide and provides 65 million jobs.

Air transport services provide momentum to the overall socio-economic development of a country. They help to create employment, support tourism, and enable local and international businesses to grow. Moreover, the increased connectivity brought by the expansion of air services also helps to boost foreign investment, international trade, and promotes social bonding among communities located at far-flung distances.

In this context, this Briefing Paper in an attempt to galvanise deeper aviation sector linkages in the BBIN sub-region highlights the pathways for a resilient policy response. The pathways will not just help the BBIN countries recover from the economic hardships caused by the COVID-19 pandemic but also help foster sustainable business and people-to-people contacts in the years to come.

<https://cuts-citee.org/pdf/briefing-paper-aviation-logistics-in-the-BBIN-sub-region.pdf>



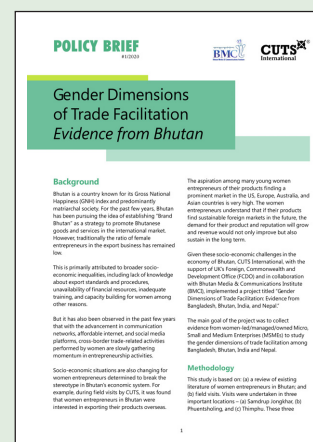
## Gender Dimensions of Trade Facilitation *Evidence from Bhutan*

Bhutan is a country known for its Gross National Happiness (GNH) index and predominantly matriarchal society. However, traditionally the ratio of female entrepreneurs in the export business has remained low. This is primarily attributed to broader socioeconomic inequalities, including lack of knowledge about export standards and procedures, unavailability of financial resources, inadequate training, and capacity building for women among other reasons.

Given this context, CUTS International in partnership with Bhutan Media and Communications Institute did a study on “Gender Dimensions of Trade Facilitation: Evidence from Bangladesh, Bhutan, India and Nepal” with the support of Foreign, Commonwealth and Development Office of the United Kingdom.

This Policy Brief for Bhutan suggests specific recommendations for the betterment of women entrepreneurs such as incorporating gender-specific components (schemes and incentives) in the trade policies, industrial, finance, and other economic policies, providing focused training and capacity building programmes in local languages for women entrepreneurs, implementing easy and accessible financial schemes for women including provisions for collateral-free loans and discounted interest rates, building gender-sensitive infrastructure and establishing business linkages.

<https://cuts-citee.org/pdf/policy-brief-gender-dimensions-of-trade-facilitation-evidence-from-bhutan.pdf>



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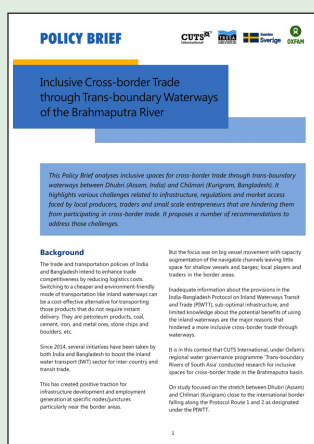
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This Policy Brief captures various challenges related to infrastructure, regulations and market access faced by local producers, traders and small scale entrepreneurs that are hindering them from participating in cross-border trade and proposes specific recommendations to address those challenges.

<https://cuts-citee.org/pdf/policy-briefs-inclusive-cross-border-trade-through-trans-boundary-waterways-of-the-brahmaputra-river.pdf>



## India-Bangladesh Coastal Shipping Agreement

India and Bangladesh signed an ‘Agreement on Coastal Shipping’ on June 06, 2015. The Standard Operating Procedure (SOP) between the two countries was also signed on November 15, 2015, to implement the Coastal Shipping Agreement. The agreement seeks to promote two-way trade between India and Bangladesh through their respective ports.

Earlier shipping cargo used to ply between the countries through Colombo/Singapore/Klang ports. But this Agreement has enabled the direct regular movement of ships between India and Bangladesh and reduced delivery time from 25 to 7 days, with an estimated savings of approximately US\$300 per container, which was observed in the case of Chittagong-Krishnapatnam container service.

<https://cuts-citee.org/pdf/working-note-india-bangladesh-coastal-shipping-agreement.pdf>



## Multi-Modal Transport Connectivity in Greater Mekong Sub-Region through Railways Network: *Lessons for BBIN*



This Working Note has been prepared under a project titled “Enabling a Political Economy Discourse for Multi-modal connectivity in the BBIN (Bangladesh, Bhutan, India, Nepal) Sub-region”, which is supported by the Foreign, Commonwealth and Development Office of the United Kingdom under its Asia Regional Trade and Connectivity Programme.

The objective of this Note is to narrate the current situation regarding regional railways networks used in the transportation of goods and passengers in the GMS. It aims to assess the lessons for the BBIN sub-region so as to increase cross-border transportation for trading products using existing and potential multi-modal connectivity routes.

There are multiple lessons that can be learned for the BBIN sub-region. Some of them are: revival of the old railway network including

looking into their interoperability, linking existing dormant routes with new routes, crafting regional/sub-regional agreements, aiming for long-term intra-regional connectivity by developing selective routes that are economically viable and by taking into account local and national political challenges while developing a comprehensive multi-modal transport plan in this sub-region.

<https://cuts-citee.org/pdf/working-note-multi-modal-transport-connectivity-in-greater-mekong-sub-region-through-railways-network.pdf>

## Dossier on Catalytic Multimodal Connectivity Initiatives

This Dossier on Catalytic Multimodal Connectivity Initiatives in the BBIN sub-region reviews four stories, one each for the four countries. It aims to underscore the scale and impact of contemporary infrastructure connectivity initiatives. They reflect in-depth assessments in view of their national, cross-border, sub-regional and inter-regional dimensions of connectivity and include food for thought.

This initiative is a part of the 'Bangladesh-Bhutan-India-Nepal: Creating a Political Economy Discourse for Multimodal Connectivity' project, supported by the United Kingdom's Foreign, Commonwealth & Development Office (FCDO) under its Asia Regional Trade and Connectivity Programme and being implemented by CUTS International in partnership with Unnayan Shamannay, Bangladesh, Bhutan Media and Communications Institute and Nepal Economic Forum. The Asian Development Bank is a Knowledge Partner of this initiative.

<https://cuts-citee.org/pdf/dossier-2-catalytic-multimodal-connectivity-initiatives.pdf>



CUTS Dossier on Preferential Trade Agreements	
October-December 2020	
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## Dossier on Preferential Trade Agreements

Since 2007, CUTS International has been producing a Quarterly Dossier on "Preferential Trade Agreements & India." This Dossier does not cover PTAs that India has entered into or expected to enter in future. Selectively, it covers PTAs of other countries which can have implications on the Indian economy in general and trade in particular.

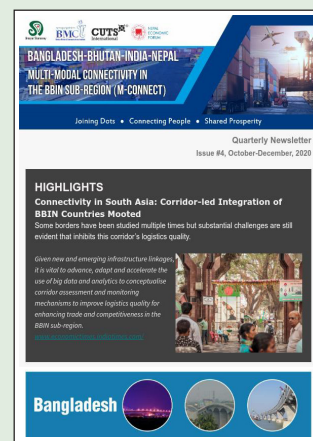
<https://cuts-citee.org/dossier-on-preferential-trade-agreements-ptas/>

## BBIN M-Connect Quarterly Newsletter

With support from the UK's FCDO under its Asia Regional Trade and Connectivity Programme and in partnership with Unnayan Shamannay, Bangladesh, Bhutan Media and Communications Institute and Nepal Economic Forum, CUTS International together with its partners is implementing a project on Multi-modal Connectivity in the BBIN Sub-region.

The Asian Development Bank is a knowledge partner as this project will complement the work of its Transport Division in the SASEC (South Asian Sub-regional Economic Cooperation) region. As part of various activities under this project, this Newsletter, is published highlighting various developments and initiatives for promoting connectivity in this sub-region.

<https://cuts-citee.org/enabling-a-political-economy-discourse-for-multi-modal-connectivity-in-the-bbin-bangladesh-bhutan-india-nepal-sub-region/>



## CUTS CITEE in Action

This quarterly report summarises major activities undertaken by the Centre during the period. It provides a quick overview of various operations of the Centre and corresponding outputs.

[www.cuts-citee.org/CUTS\\_CITEE\\_in\\_Action.htm](http://www.cuts-citee.org/CUTS_CITEE_in_Action.htm)

## E-FORUMS

### CUTS Trade Forum

‘CUTS-TradeForum’ is an e-platform to exchange views and opinions on contemporary issues of international trade, trade-related regulations and economic development. It helps its stakeholders to share information and participate in regular discussions and debates.

[www.groups.google.com/forum/?fromgroups#!forum/cuts-trade/forum](http://www.groups.google.com/forum/?fromgroups#!forum/cuts-trade/forum)

### CUTS South Asia E-Group

‘CUTS South Asia E-Group’ provides an e-platform to discuss, share views and opinions on trade and economics among relevant stakeholders from the South.

[www.groups.yahoo.com/group/CUTS-SouthAsia/info](http://www.groups.yahoo.com/group/CUTS-SouthAsia/info)

