



Bangladesh, Bhutan, India, Nepal (BBIN)
*Enabling a Political Economy Discourse for
Multi-Modal Connectivity*
Project Inception Webinars

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Presentation Outlines

- **CAREC experiences and lessons**
- **GMS experiences and lessons**
- **SASEC ongoing works and issues**
- **ADB's project on "Strategic Multi-Subregion & Multi-mode Transport Planning Model"**



CAREC Background

- **Central Asia Regional Economic Cooperation (CAREC)**

- 11 member countries (Afghanistan, Azerbaijan, Georgia, Kazakhstan, Kyrgyz Republic, Mongolia, Pakistan, PRC, Tajikistan, Turkmenistan, and Uzbekistan), with the inception in 2001.

- **CAREC Investments (till 2019)**

- \$38.6 billion and 204 projects
- Governments (8.6B), ADB (14.2B), Other Partners (15.8B)
- **Transport (76%)**, Energy (2%), **Trade Facilitation (2%)**

- **CAREC Strategy 2030**

- Economic and financial stability
- **Trade, tourism, and economic corridors**
- **Infrastructure & economic connectivity**
- Agriculture and water
- Human development

- **CAREC Transport Strategy 2030**

- Cross-Border Transport & Logistics
- Roads & Road Asset Management
- Road Safety
- Railways
- Aviation



CAREC2030 Institutional Framework

Operational Clusters

- Economic and financial stability
- Trade, tourism, and economic corridors
- Infrastructure and economic connectivity
- Agriculture and water
- Human development

ICT cuts across all the above clusters

Development Partners

Technical and financial support

CAREC Secretariat

Technical and organizational support

Ministerial Conference

- Policy and strategic dialogue
- Decision body

Senior Officials' Meeting

- Complex projects/initiatives approval and coordination
- Oversight and progress monitoring

Sector committees and subworking groups

Expert groups

CAREC Institute

Knowledge support

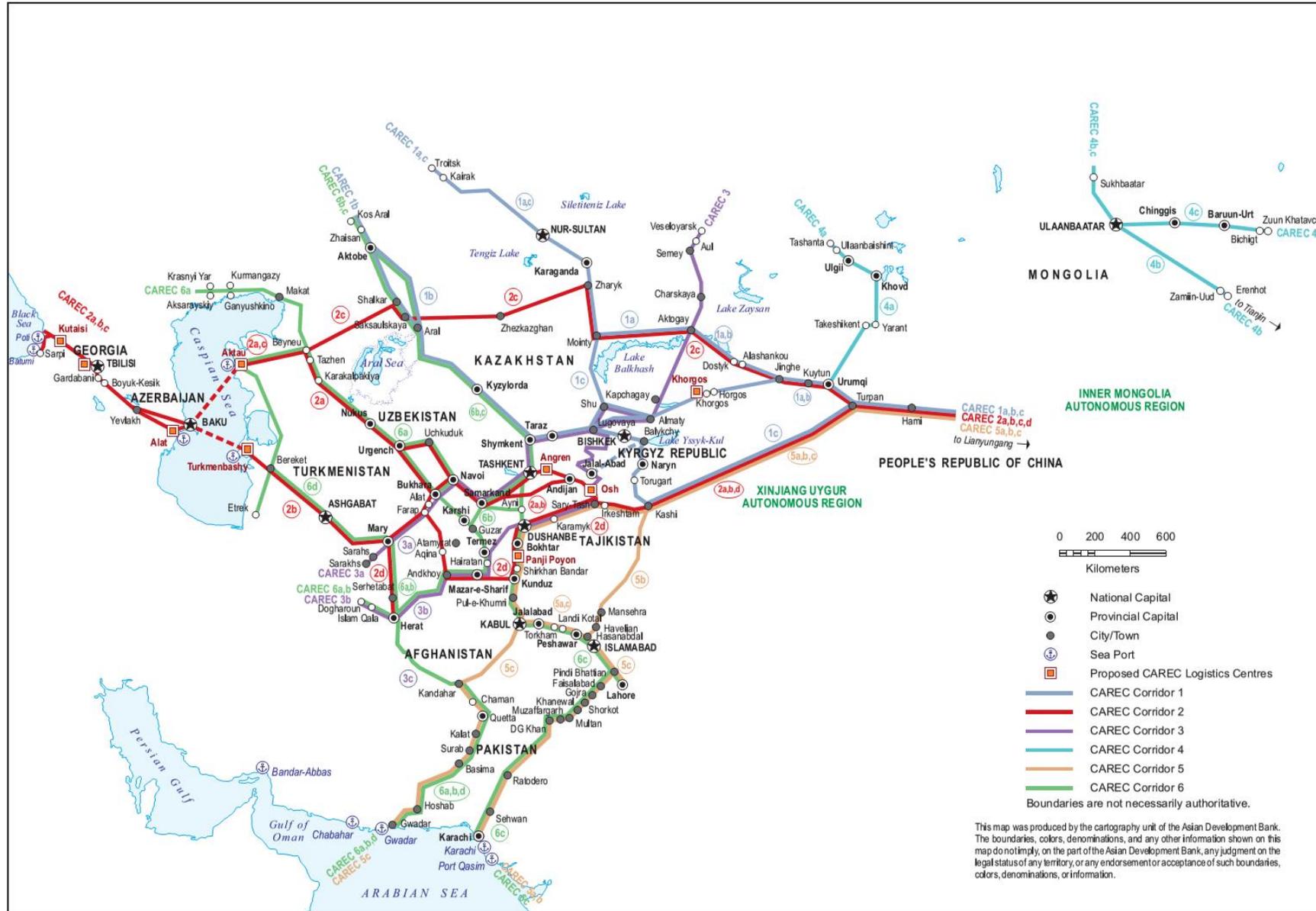
Private Sector

Financing and public-private dialogue

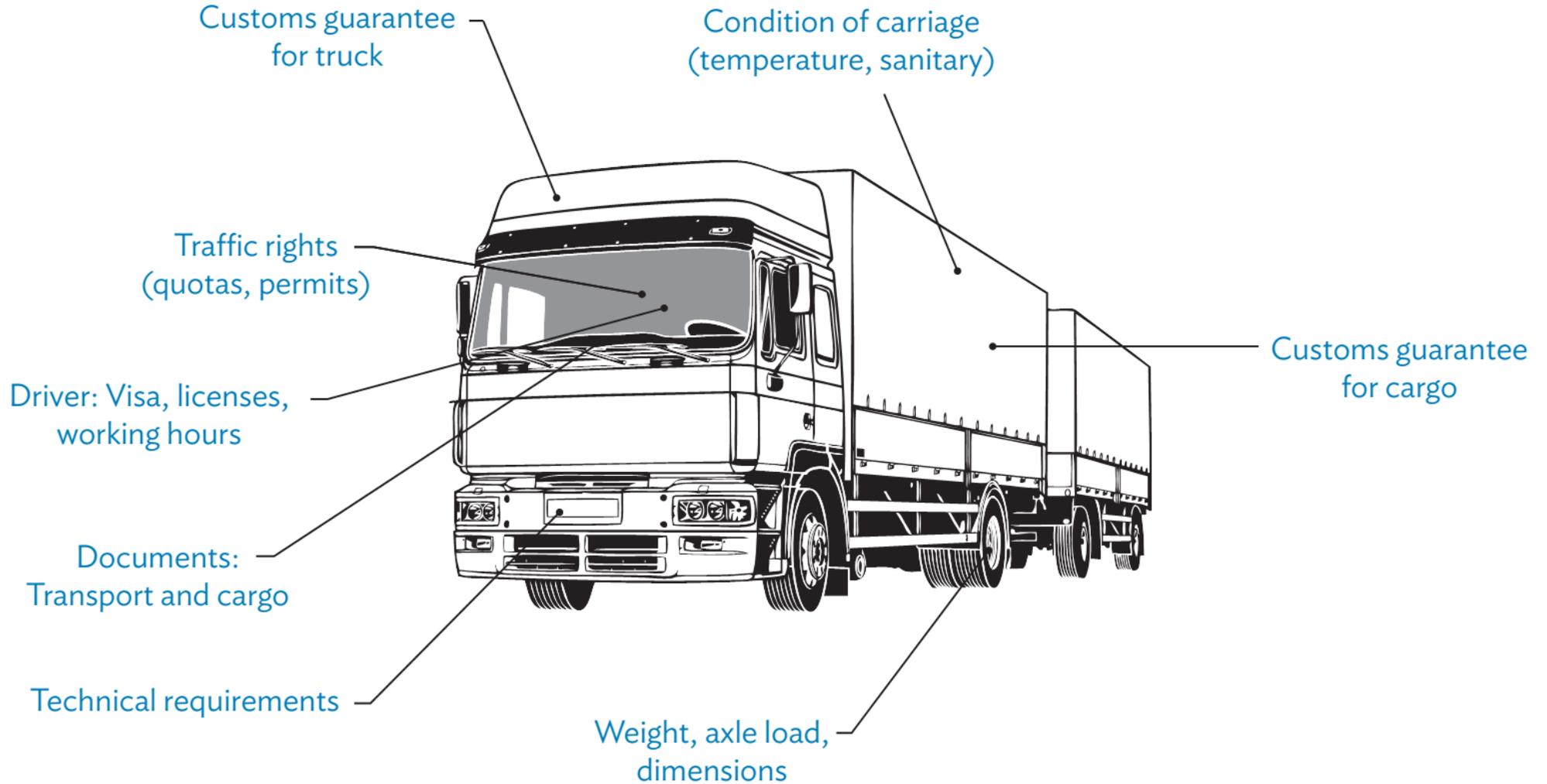
An Open and Inclusive Platform



CAREC Multimodal Corridors



Components of Cross-Border Transport Agreements





Key Challenges and Way Forward

01

Greater country ownership

- Alignment of CAREC's initiatives with national strategies
- Countries' leadership in operational clusters
- High-level and active participation in CAREC events

02

Larger financing for regional projects

- Scale up development partners and member countries' financial and technical support and explore innovative financing arrangements
- Promote private sector participation and investments

03

Stronger institutional mechanisms

- Strengthen the CAREC Secretariat
- Gradually activate expert groups in new operational areas
- Improve collaboration with other regional cooperation platforms



GMS Background

- **Greater Mekong Subregion (GMS)**

- 6 member countries (Cambodia, PRC, Lao People's Democratic Republic, Myanmar, Thailand, and Viet Nam), with the inception in 1992.

- **Focused Areas:** Agriculture, Energy, Environment, Health and Human Resource Development, ICT, Tourism, **Transport, Transport and Trade Facilitation**, and Urban Development.

- **GMS Investments**

- 102 investment projects amounting to \$22.9 billion (till 2019); Governments (6.0B), ADB (9.6B), Other partners (7.3B)

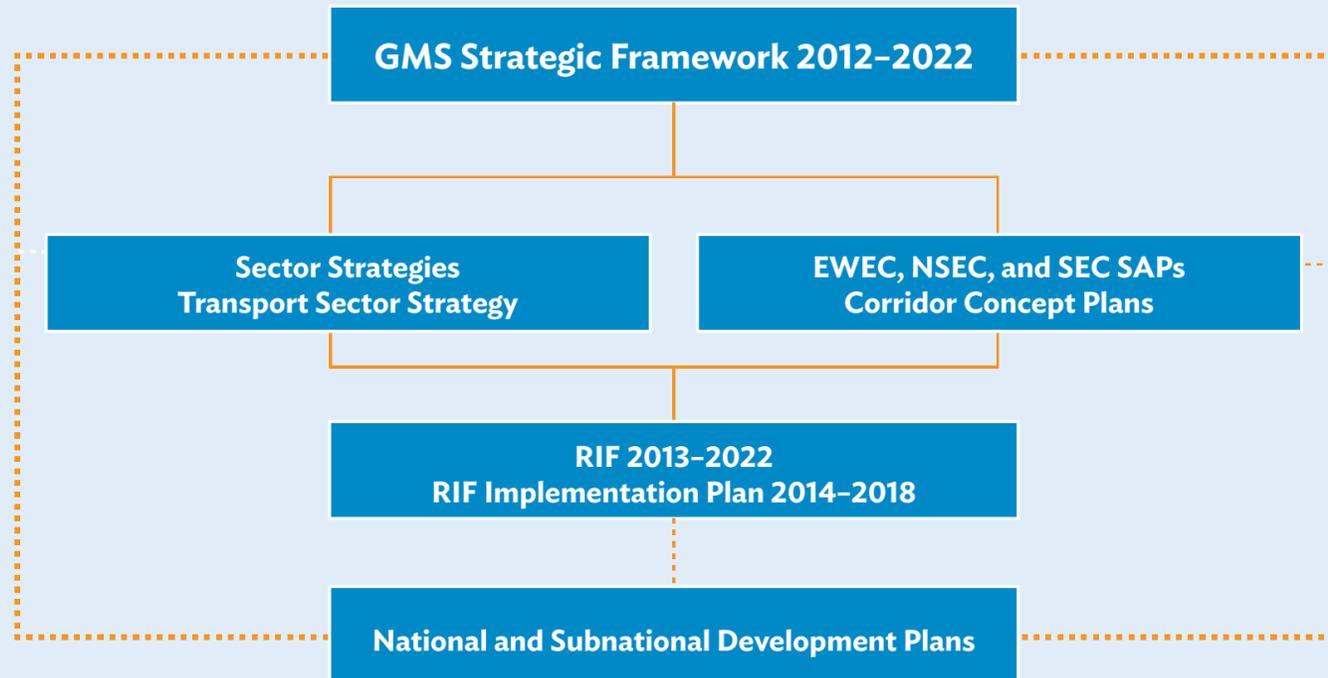
- **GMS Transport Sector Strategy 2030 (TSS 2030)**

- Completing the economic corridor network and improving **links with South Asia and Southeast Asia**
- Facilitating **cross-border transport**
- Strengthening **intermodal links**
- Promoting the development of **logistics**
- Improving road asset management
- Enhancing road safety



GMS Strategic Framework and Economic Corridors

Figure 1: Links among the Greater Mekong Subregion Strategic Framework, Regional Investment Framework, and Strategies and Action Plans



EWEC = East-West Economic Corridor, GMS = Greater Mekong Subregion, NSEC = North-South Economic Corridor, RIF = Regional Investment Framework, SAP = strategy and action plan, SEC = Southern Economic Corridor.

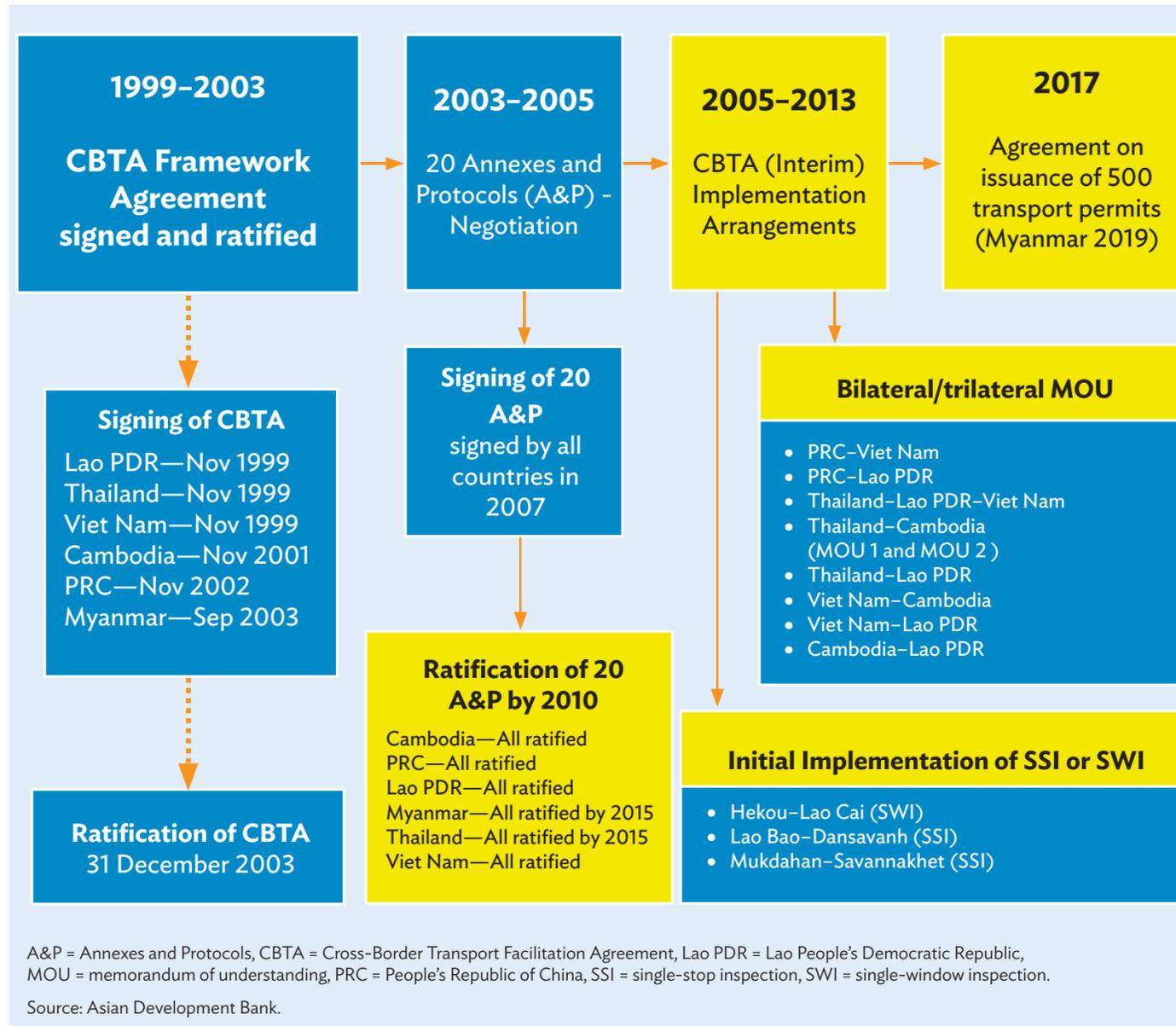
Note: The bold lines denote the direct links among the GMS strategy, action and investment plans. The broken lines denote indirect links between the GMS strategy, action and investment plans with the national and subnational development plans of GMS countries.

Source: Asian Development Bank.





Cross-Border Transport Facilitation Agreement Milestones





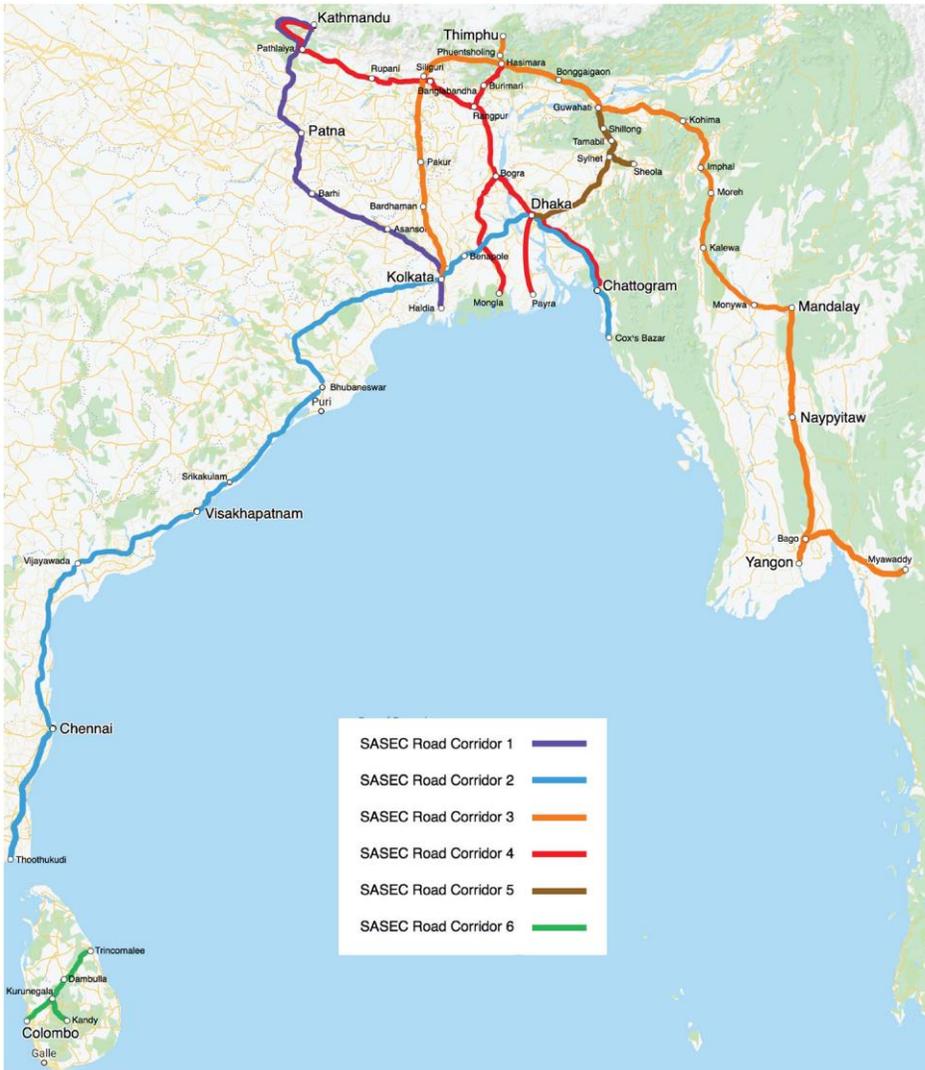
Lessons Highlighted in TSS 2030

- Evolve to reflect the changing environment.
- Increase private sector participation.
- Require patience and persistence, more time and effort, and more intensive policy dialogue and follow-up for policy and regulatory reforms.
- Address the institutional and capacity gaps.
- Set activities, outputs, targets, and time lines realistically.
- Avoid lack of focus, duplication of effort, and inconsistencies in subregional initiatives.
- Build mutually acceptable cost and benefit sharing mechanisms.



SASEC Operational Plan 2016-2025 Update

Map 1: SASEC Road Corridors



Map 2: Proposed SASEC Railway Corridors





New Initiatives Proposed to be Explored

- Multimodal routes connecting port gateways with landlocked countries of Bhutan, Nepal and India's northeast region
- Maritime connectivity
- Coordinated development of border infrastructure and management
- Trade facilitation measures for e-commerce
- Multi-country tourism circuits
- Supply chain mapping for resiliency and security
- Leveraging digital technology under the “New Normal”



SASEC Trade Facilitation Strategic Framework (STFSF)

- **STFSF**, adopted in 2014 , has five priority areas.
 - Customs modernization and harmonization
 - Standards and conformity assessment
 - **Cross-border facilities improvement**
 - **Through transport facilitation**
 - Institution and capacity

- **Transport Facilitation**

- Electronic Cargo Tracking System (ECTS)
- The BBIN Motor Vehicle Agreement (MVA)
- India- Myanmar-Thailand MVA

- **Cross-border Facilities**

- SASEC Road Connectivity projects
- Bangladesh, SASEC Integrated Trade Facilitation Sector Development Program (concept approved)

| Border-Crossing Points | Estimated Export and Import Volumes (ton) (2018) | Transport Mode |
|--------------------------|--|------------------|
| Burimari | 7,162,000 | Road |
| Bhomra | 4,776,000 | Road |
| Sonamasjid/Rohanpur | 3,225,000 | Road and Railway |
| Benapole | 2,588,000 | Road and Railway |
| Hili | 1,661,000 | Road |
| Banglabandha | 1,277,000 | Road |
| Darshana | 1,102,000 | Railway |
| Tamabil | 784,000 | Road |
| Akhaura | 212,000 | Road |
| Teknaf | 163,000 | Road |
| Bibirbazar | 159,000 | Road |
| Birol | 96,000 | Railway |
| Nakugaon | 10,000 | Road |
| Ramgarh, Sonahat, Sheola | 0 | Road |



Strategic Transport Planning Model

Output: Simulated Flow Volumes by Mode

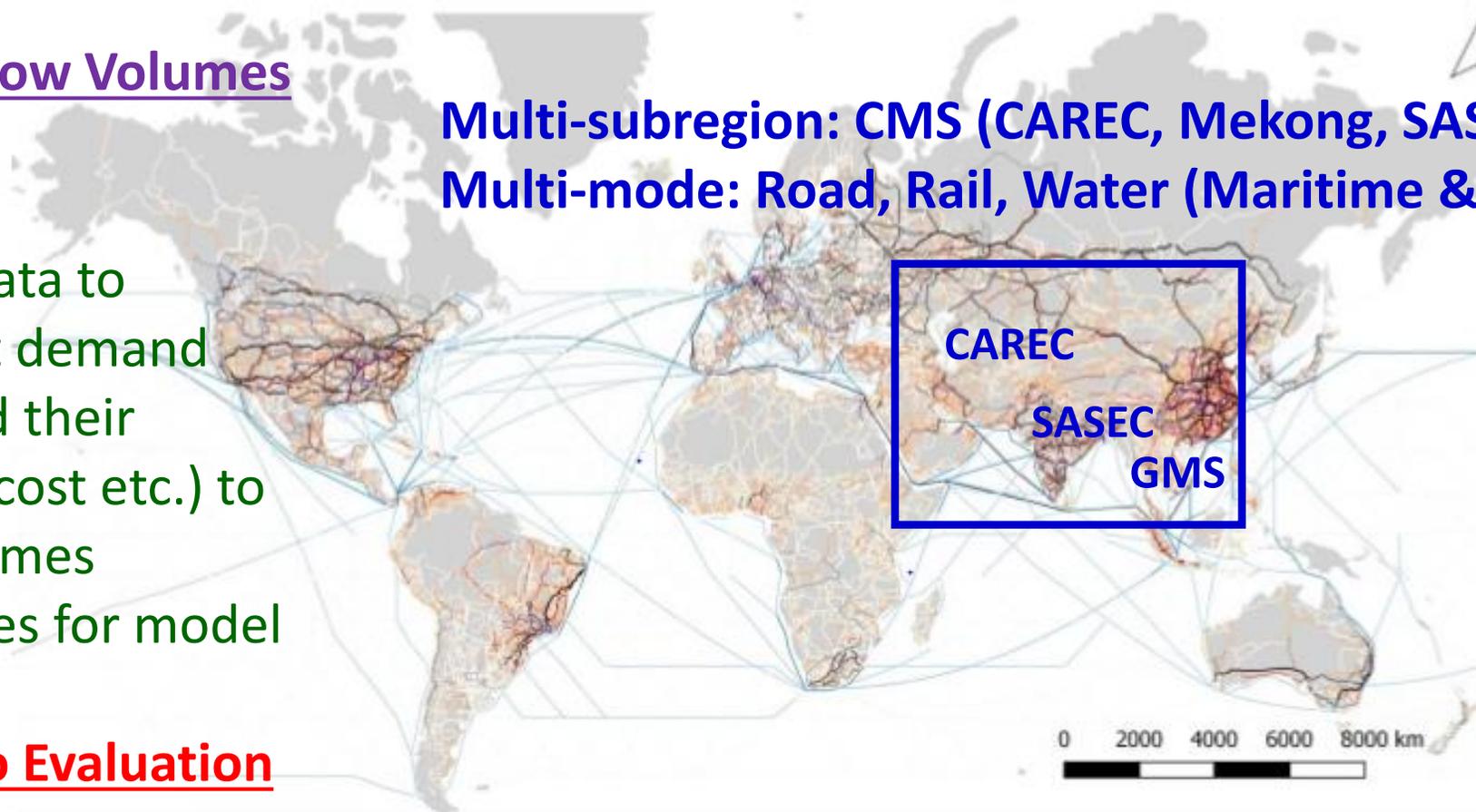
Input:

- Social-economic data to estimate transport demand
- Transport links and their impedance (time, cost etc.) to estimate flow volumes
- Actual flow volumes for model calibration

Application: Scenario Evaluation

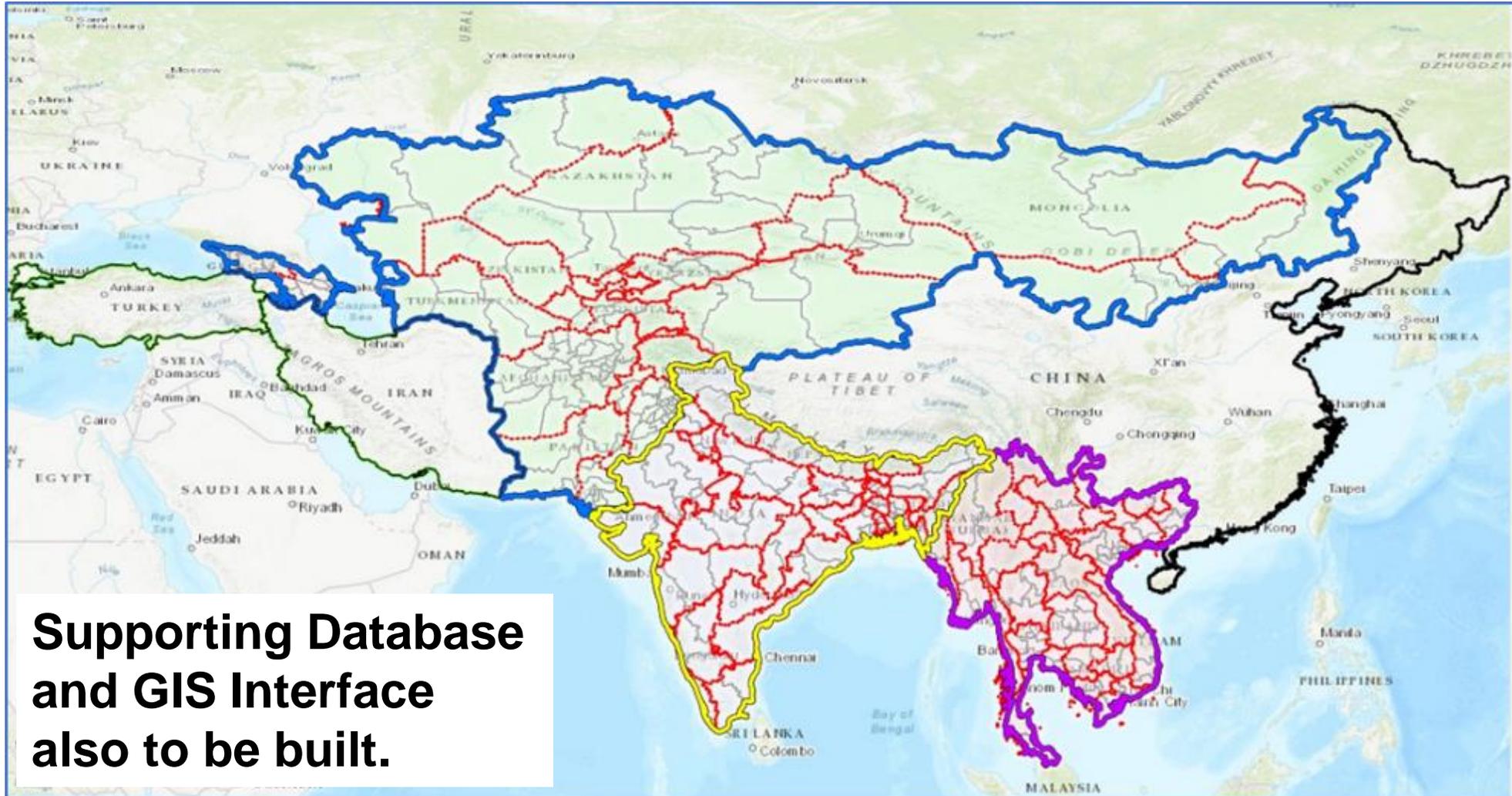
- Add links
- Reduce cost/time
- Expand ports
- ...

Multi-subregion: CMS (CAREC, Mekong, SASEC)
Multi-mode: Road, Rail, Water (Maritime & Inland)





CMS Model Coverage (Traffic Analysis Zones)





THANK YOU FOR YOUR ATTENTION!

P
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P
roblem *i*dentification

P
ilot testing

