



# Merchants' Chamber of Commerce & Industry



## MCCI Logistics Forum **2018** Regional Integration through Transport & Trade

**A Report**

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The 'MCCI Logistics Forum 2018' was organised with prominent Policymakers, Industry Leaders, Bureaucrats and Diplomats from India, Bangladesh and Nepal with an aim to trigger meaningful deliberations on Logistics.

The outlook for the Logistics sector and regional economic integration of India, Bangladesh and Nepal was also deliberated upon.

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# MCCI Logistics Forum 2018

'Regional Integration through Transport & Trade'

Saturday, 1 December 2018 at 10.30 am at The Park, Kolkata



► (L to R) Souvik Banerjee, DG, MCCI, Sabyasachi Mitra, Deputy Country Director, India Resident Mission, Asian Development Bank, Amit Kumar Gupta, Zonal Business Head, Mahindra Trucks & Buses, N. S. Nigam, IAS, Secretary, Department of Transport, Govt. of West Bengal and MD, WBTC, Vishal Jhajharia, President, MCCI, Abdul Mattub Ahmad, President, India - Bangladesh Chamber of Commerce & Industry (IBCCI), Nandita Baruah, Country Representative, The Asia Foundation and Lavesh Poddar, Chairman, Standing Committee on Logistics, Transport & Warehousing, MCCI

## Inaugural Session: 'Logistics beyond boundaries – creating seamless movements'

### Session Focus:

- An efficient Logistics & Transportation infrastructure will be critical for strengthening India's trade & economic engagement with its neighbouring countries like Bangladesh, Nepal, Bhutan and Myanmar
- Priority in South Asia connectivity would be to undertake investment in regional infrastructure, especially transport connectivity that would facilitate ease of travel and trade
- India now ranks 44th in the latest edition of the World Bank's Logistics Performance Index, a relatively high score compared to other countries with similar income levels
- India's connectivity with neighbouring nations: Current Status, Constraints & Opportunities related to various proposed Connectivity Projects including the Kaladan Multi-Modal Transit Transport Project (involving India & Myanmar), India–Myanmar–Thailand Trilateral (IMT) Highway, the ITI-DKD (Istanbul-Tehran-Islamabad; Delhi-Kolkata-Dhaka) Corridor, the BBIN MVA, BCIM Economic Corridor, etc.
- To develop this sector in India and also in South Asia in an integrated way, it is important to focus on new technology, improved investment, skilling, removing bottlenecks, improving inter modal transportation, automation, single window system for giving clearances and simplifying processes

## The speakers at the Inaugural Session were

- Welcome Address: Mr. Vishal Jhajharia, President, MCCI
- Mr. Abdul Matlub Ahmad, President, India - Bangladesh Chamber of Commerce & Industry (IBCCI)
- Mr. Toufique Hasan, Deputy High Commissioner of People's Republic of Bangladesh in Kolkata
- Mr. Amit Kumar Gupta, Zonal Business Head, Mahindra Trucks & Buses
- Mr. Sabyasachi Mitra, Deputy Country Director, Asian Development Bank, India Resident Mission
- Ms Nandita Baruah, Country Representative, The Asia Foundation
- Guest of Honour: Mr. N. S. Nigam, IAS, Secretary, Department of Transport, Govt. of West Bengal and MD, West Bengal Transport Corporation (WBTC)
- Vote of Thanks: Mr. Lavesh Poddar, Chairman, Standing Committee on Logistics, Transport & Warehousing, MCCI



Vishal Jhajharia, President, MCCI

**Mr. Vishal Jhajharia, President, MCCI** in his welcome address said that India now ranks 44th in the latest edition of the World Bank's Logistics Performance Index, a relatively high rank compared to other countries with similar income levels. Economic integration depends heavily on the density and quality of connectivity or so to say regional infrastructure. A stronger connectivity not only strengthens the intra- and inter-regional trade but also generates higher income and prosperity.

The World Bank feels that transport corridors offer huge potential to boost South Asia's economies, reduce poverty and spur more and better jobs for local people. Today, South Asia abounds with new proposals to build a vast network of transport corridors. In India alone, after the successful completion of the Golden

Quadrilateral highway system – several transport proposals extending beyond India's borders are under consideration such as International North – South Transport Corridor linking India, Iran and Russia; the Bangladesh, China, India and Myanmar (BCIM) economic corridor and the **Bangladesh Bhutan India Nepal Motor Vehicles Agreement (BBIN MVA)**.

The India initiated Kaladan multi modal transit transport project aims to connect the Bay of Bengal to Rakhine and Chin hinterland of Myanmar and there onto Mizoram in India using sea, river and road transport modes to facilitate a development corridor in Myanmar and also movement of cargo from the Indian mainland to North East India.

The rolling out of the 'Special Accelerated Road Development Programme' in North East, a key initiative of the Government's flagship Bharatmala programme can go a long way in providing crucial connectivity to the far flung regions of the North East.

The World Bank estimates India's potential trade in goods with South Asia at USD 62 billion against its actual trade of USD 19 billion, which is a mere 3 p.c. of its global trade and about USD 43 billion below its potential. 'Deeper regional trade and connectivity can reduce the isolation of North East India, give Indian firms better access to markets in South Asia and East Asia, and allow it to substitute fossil fuels by cleaner hydropower from Nepal and Bhutan', the Bank said.

A recent international report indicated that the transaction cost of shipping and logistics in South Asia is double that of the ASEAN countries. It says that if this gap is brought to par with ASEAN, exports out of South Asia will increase by 7 p.c.

BBIN MVA has the potential to establish seamless multi modal connectivity to facilitate movement of vehicles and goods at the sub-regional level. It can help countries in creating an institutional mechanism for regional integration.



Abdul Matlub Ahmad, President, India - Bangladesh Chamber of Commerce & Industry (IBCCI)

Mr. Abdul Matlub Ahmad, President, India – Bangladesh Chamber of Commerce & Industry (IBCCI) said that about 300 hundred barges are operating between India and Bangladesh and more than 50 p.c. are owned by Bangladesh. Mr. Matlub invited Indian business communities to invest in this sector.

The partition of India land locked the North Eastern states. States in the Indian mainland are growing at a faster rate than the North Eastern states. India is today considering how best the North East can develop. Bangladesh is geographically in such a position that unless it gives free movement of goods to India, the North East cannot develop. If India is concerned about the North East, it has to think about Bangladesh.

Regional cooperation is necessary. The new thinking is whether countries in the region can work together without economic borders and trade freely, but retain their sovereignty. The topic under deliberation at the 'MCCI Logistics Forum 2018' will help the concerned countries as they will benefit from regional trade.

SAARC did not make much progress with its mission, due to some interest problems among its member countries. The countries in Bangladesh Bhutan India Nepal Motor Vehicles Agreement (BBIN MVA), however, more or less think alike and they agree on major issues. Bhutan has however not ratified the agreement still.



Toufique Hasan, Deputy High Commissioner of People's Republic of Bangladesh in Kolkata

Mr. Toufique Hasan, Deputy High Commissioner of People's Republic of Bangladesh in Kolkata said that regional infrastructure is a major determinant of integration. Seamless connectivity allows free flow of goods enabling countries to benefit from better allocation of resources. Bangladesh considers greater regional cooperation as essential for prosperity in the region. Bangladesh could be a gateway for the entire North East and for landlocked countries like Bhutan & Nepal.

Mr. Hasan mentioned that plans are on to connect Bangladesh with Bangladesh, China, India and Myanmar (BCIM) countries and the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC), which is a regional organization comprising seven member states lying in the littoral and adjacent areas of the Bay of Bengal constituting a contiguous regional unity. BCIM will connect India's North East with China's South West.

Mr. Hasan said that the BBIN MVA, based on the EU model is almost ready for implementation. The EU model has paved the way for seamless movement of goods between India and Bangladesh. BBIN MVA will connect the hinterland with Kolkata and Chittagong Ports.

The New Bilateral Trade Agreement, Coastal Shipping Agreement, the Kolkata – Dhaka – Agartala bus service, the Dhaka – Guwahati – Shillong bus service and MoU for use of Mongla and Chittagong Ports in Bangladesh are steps in the right direction. India and Bangladesh are working on restoring Railway links that were snapped after Partition. The Agartala – Akhaura railway link is under construction. Coastal shipping can carry cargo between India and Bangladesh at a low cost.



Amit Kumar Gupta, Zonal Business Head, Mahindra Trucks & Buses

Mr. Amit Kumar Gupta, Zonal Business Head, Mahindra Trucks & Buses said that Mahindra has two lac employees and a presence in 126 nations. It is the only company having a wide range of products from two wheelers to tractors and trucks. Mahindra is number one in tractors in the world.

Mr. Gupta said that most states other than West Bengal have adopted new axle norms. Mahindra is prepared for the new axle norms.

Mahindra is offering three in one engine technology which the company has patented for empty, loaded and overloaded vehicles. The Company is offering six years guarantee and not just a warranty on its vehicles. It will attend to vehicles in four hours time in certain key routes. Mahindra vehicles give best

performance on fuel mileage and they are best in load carrying capacity.

Recently, fuel prices have moved up substantially due to rise in crude oil prices. Fuel is 60 p.c. of a transporter's operating cost. Freight rates have not kept pace with rise in fuel costs.



Sabyasachi Mitra, Deputy Country Director, India Resident Mission, Asian Development Bank

Mr. Sabyasachi Mitra, Deputy Country Head, India Resident Mission, Asian Development Bank, said that ADB is committed to spending USD 1 billion each year on economic corridors in India. ADB is working on the east coast corridor from Kolkata to Kanyakumari and the Vizag – Chennai and Chennai – Kanyakumari corridors are in an advanced stage. ADB has invested USD 625 million in the Vizag – Chennai corridor.

ADB is deeply engaged in regional connectivity issues and it is working with South Asia Sub Regional Economic Cooperation Programme and the BIMSTEC secretariat.

Logistics cost is about 14 p.c. of cost of production in India. It is around 8 p.c. to 10 p.c. in other countries. The high logistics cost hurts India's competitiveness. If India wants to be a part of a

regional economic hub, it needs to have better logistics.

Modern manufacturing is organised in the form of global production networks in East Asia and it is marked by fast trade in parts and components. India's share in parts and components trade is small except in pharma, auto and some areas of telecom. The same can improve with better connectivity.

Mr. Mitra raised the following issues: lack of multi modal hubs in India, over reliance on road freight in India, need to lower transaction costs in the country and a general shortage of skilled manpower in logistics. In fact, there is a need for 12 million skilled personnel in logistics over a period of time.

Mr. Mitra said that it is important to figure out how to coordinate rail, road, sea and air transport in a seamless manner. Among other issues, ADB is working on EXIM Bank processes as a lot of paperwork is involved there. ADB is looking for redundancies in processes.

ADB is also working on issues such as coastal shipping and multi modal logistics. In fact, it has identified Silchar in Assam and another location in Tripura as centres for multi modal transport.



Nandita Baruah, Country Representative,  
The Asia Foundation

Ms Nandita Baruah, Country Representative, The Asia Foundation said that she represents a non profit organisation operating in 18 countries. It is working on hydro power, renewable power and trade issues in India.

It is imperative to have a seamless trading system in the region. There are many structural issues regarding surface trade that need to be addressed.

Inland waterways have become an area of discourse and they are important for landlocked countries such as Nepal and Bhutan. The concerned countries should not wait to create the

common regulatory framework that will govern inland waterways. We need multi-modal transport for regional trade.

Asia Foundation did a study and found significant non tariff trade barriers between Nepal and India. There is frustration in Nepal at not being able to access trade routes without India and China.

One way of addressing perceived local fears is to have local participation and trade corridors should be inclusive. We also need to see last mile connectivity.



N. S. Nigam, IAS, Secretary, Department of Transport,  
Govt. of West Bengal and MD, WBTC

Guest of Honour, Mr. N. S. Nigam, IAS, Secretary, Department of Transport, Government of West Bengal and MD, West Bengal Transport Corporation (WBTC) said that the Government of West Bengal will look into the suggestions made by the speakers at MCCI Logistics Forum 2018 to ensure faster connectivity. The Government of West Bengal is serious about developing logistics. The Hon'ble Chief Minister of West Bengal has published the Logistics Policy of the State.

Mr. Nigam said that if you look at the strategic position of West Bengal, you will see that all the economic corridors in the East end up in the State. A major portion of India's waterways

flows through West Bengal. There are 18 physical points in the State where truck movement takes place with Bangladesh.

Mr. Nigam pointed out that logistics cost is about 14 p.c. in India but only about 8 p.c. in other countries.

If the policies are right, there is an inherent capacity in the region to take up challenges. The Government of West Bengal is keen to provide right policies.



Lavesh Poddar, Chairman, Standing Committee on  
Logistics, Transport & Warehousing, MCCI

Mr. Lavesh Poddar, Chairman, Standing Committee on Logistics, Transport & Warehousing, MCCI offered a hearty vote of thanks. He said that the time is right for improving the logistics of the region which will allow economic integration of Bangladesh, India and Nepal.



► (L to R) Rameshwor Pokharel, Deputy Consul General of Federal Democratic Republic of Nepal in Kolkata, Vinit Kumar, I.R.S.E.E, Chairman, Kolkata Port Trust, Abdul Matlub Ahmad, President, India - Bangladesh Chamber of Commerce & Industry (IBCCI), Shahanaj Akhter Ranu, Counsellor (Political), Bangladesh Deputy High Commission, Kolkata, Jahangir Bin Alam, CEO & Secretary, India - Bangladesh Chamber of Commerce & Industry (IBCCI) and Rajiv Agarwal, Director, Tirupati Vessels Pvt. Ltd.

## Panel Discussion I:

### 'India's Logistics Sector and Integration with neighbouring countries through Waterways and Railways'

#### Session Focus:

- India's high logistics costs are a result of the various modes of transport growing and developing in silos, in an un-integrated manner. Integrated, multi-modal transport planning will help us to achieve a healthy modal mix of transport, which is efficient, faster, safer, import substituting, cost effective and pollution free
- Waterways & Railways: Current projects to integrate India with its neighbours and future prospects
- With implementation of GST, trade and business will grow at a much faster rate. While fiscal barriers to the movement of goods have been done away with, the physical barriers also need to be removed
- The Railways have greatly enhanced their investment, and decongestion and electrification of routes are being done on a war footing. Efficiency of freight terminals is being improved and more dedicated freight corridors have been planned
- Port and rail connectivity is also becoming better and more efficient with the 'Sagarmala' programme
- Waterways & Railways: Projects and programmes of neighbouring countries

#### The speakers at the Session were

- Session Moderator: Mr. Abdul Matlub Ahmad, President, India - Bangladesh Chamber of Commerce & Industry (IBCCI)
- Guest of Honour: Mr. Vinit Kumar, I.R.S.E.E, Chairman, Kolkata Port Trust
- Ms Shahanaj Akhter Ranu, Counsellor (Political), Bangladesh Deputy High Commission, Kolkata



- Mr. Rameshwor Pokharel, Deputy Consul General of Federal Democratic Republic of Nepal in Kolkata
- Mr. Rajiv Agarwal, Director, Tirupati Vessels Pvt. Ltd
- Mr. Jahangir Bin Alam, CEO & Secretary, India - Bangladesh Chamber of Commerce & Industry (IBCCI)



Vinit Kumar, I.R.S.E.E, Chairman, Kolkata Port Trust

**Guest of Honour, Mr. Vinit Kumar, I.R.S.E.E., Chairman, Kolkata Port Trust** said that there is a huge trade imbalance between India and Bangladesh. 90 p.c. goods are exported from India and only 10 p.c. are imported from Bangladesh. Since it takes a long time to aggregate goods in Bangladesh, their transportation to India becomes expensive. Therefore, Mr. Kumar suggested that Bangladesh export garments from its Ports to India for all over transmission to European countries.

The approximate logistics cost is 14 p.c. in India compared with 8 p.c. in other countries which makes Indian exports expensive.

Water transport should be promoted between India and Bangladesh as it is more economical and it also ensures faster delivery as waiting at the land ports is eliminated, which on an average consumes about 12 to 15 days.

The CAGR of Nepal trade is 23 p.c., which is a high rate in last 5 years. As regards exports to Nepal, Raxaul is the main destination through which major Indian exports are sent to Nepal. Till recently, Kolkata Port was the only access for Nepal. Today, Nepal is also using Vizag Port. There exist constraints in the sense that there is only one location which is Raxaul for delivering cargo to Nepal. KoPT has suggested that two more points be opened for bilateral trade.

Kolkata is a riverine port and it cannot handle large ships. Consequently, two floating cranes have been installed near Kolkata Port which help to unload the shipments from larger ships and then move the cargo through barges for further transporting them to their destinations. In this way, Kolkata Port has overcome its constraints by using cranes.

Mr. Kumar welcomed the proposal to open a container port in the West side of the Hooghly river to relieve congestion on roads in Kolkata.

Logistics includes road, rail, waterways, etc. Another part is the soft logistics comprising of processes and systems. The quality of trucks may have improved, but without proper processes, they will be stuck at the India – Bangladesh border. Processes should be streamlined to make operations less time consuming. Kolkata Port Trust has reduced paperwork from about 11 forms to about 3 forms.

Mr. Kumar suggested that MCCI be part of a delegation to visit foreign ports to study best practices.



Abdul Matlub Ahmad, President, India - Bangladesh Chamber of Commerce & Industry (IBCCI)

**Mr. Abdul Matlub Ahmad** summed up as the Session Moderator. Mr. Matlub welcomed the suggestion made by Mr. Vinit Kumar to export garments from Bangladesh Ports to India for all over transmission to European countries.

He said that India should consider opening two new points of entry for movement of bulk cargo to Nepal.

MCCI may help launch a mission to visit Western ports to study best practices.



Rajiv Agarwal, Director, Tirupati Vessels Pvt. Ltd.

Mr. Rajiv Agarwal, Director, Tirupati Vessels Pvt. Ltd. said that West Bengal is a trading hub which can emerge as the logistics centre for North East, Bhutan and Nepal.

A container port should be opened in the West side of the Hooghly river to relieve congestion on roads in Kolkata.

Earlier, there was only minor trade by waterways between Bangladesh and Kolkata. Today, as many as 300 vessels are plying between India and Bangladesh every month but these vessels are mostly owned by Bangladesh. Mr. Agarwal urged the members to invest in this sector. More trade can be facilitated by developing

inland waterways with Bangladesh.

Mr. Abdul Matlub Ahmad summed up as the Session Moderator. He repeated the point about opening a container port on the West side of the Hooghly river. With regard to inland water transport, he enquired if more Indian investment can be made on barges that will travel to Bangladesh.



Rameshwor Pokharel, Deputy Consul General of Federal Democratic Republic of Nepal in Kolkata

Mr. Rameshwor Pokharel, Deputy Consul General of Federal Democratic Republic of Nepal in Kolkata said that two thirds of Nepal's trade is with India and it faces a large trade deficit with India. Today, intra-regional trade is nominal due to lack of connectivity in the region. Nepal is facing many challenges as it is a land locked country and it has problems with its infrastructure. The transaction cost of international trade is high for Nepal.

The rivers of Nepal have hydel power potential. The power can benefit the entire region under a regional economic framework.

A number of initiatives have taken place for regional integration and ease cross border transport of goods. BBIN MVA holds a big potential for trade and tourism and an integrated market will promote e-commerce.

The existing transit treaty between India and Nepal was signed way back in 1999. Many changes have taken place in the transit system since then. Nepal has emphasized the need to review the Treaty with a view to facilitate transit trade.

To facilitate Nepal's trade, there is an increasing demand in Nepal that it be allowed to use additional port facilities in both Eastern and Western India. There is a need to revise the India – Nepal Treaty so that new ports are opened such as Dhamra and Paradeep. The Governments of the two countries should promote use of inland waterways.

Mr. Abdul Matlub Ahmad summed up as the Session Moderator. He said that Nepal needs more Seminars such as the 'MCCI Logistics Forum 2018' to highlight its plight. The India – Nepal Treaty was signed in 1999 and a lot has changed in the last 20 years. So, the Treaty needs another look.

Ms Shahanaj Akhter Ranu, Counsellor (Political), Bangladesh Deputy High Commission, Kolkata said that the bilateral relations have witnessed unprecedented high level visits with Prime Ministers of both countries paying visits. The Agartala – Akhaura railway project will boost growth in the region.

Bangladesh is now classified as a developing country and not as a least developed country. The change in classification has brought fresh challenges for Bangladesh. Its stable economy will be linked with seamless connectivity and regional trade.



  
Shahanaj Akhter Ranu, Counsellor (Political),  
Bangladesh Deputy High Commission, Kolkata

manpower.

**Mr. Abdul Matlub Ahmad** summed up as the Session Moderator. He said that countries, governments and political parties need to build on trust so that progress is made. Sheikh Hasina Wajed, Hon'ble Prime Minister of Bangladesh has said that insurgents have no place in Bangladesh. Both countries are free from insurgents. Security is important in order to have smooth development.



Jahangir Bin Alam, CEO & Secretary, India - Bangladesh  
Chamber of Commerce & Industry (IBCCI)

The Rohingya crisis has adversely affected Bangladesh. Bangladesh is sheltering 12 lac Rohingya refugees in the Chittagong region and it has to ensure the security of this region. Bangladesh needs international help to repatriate the Rohingyas to their homeland in Myanmar.

SAARC was faced with trust deficit which is why it did not progress. India being the largest country in the region has more responsibility for correcting any trust deficit and ensuring security in the region.

The ease of connectivity for India with its North East depends on Bangladesh. There should be easy flow of products between India and Bangladesh. We also need to focus on skilled

**Mr. Jahangir Bin Alam, CEO & Secretary, India - Bangladesh Chamber of Commerce & Industry (IBCCI)** said that poor connectivity is undermining the economic potential of the region. Better connectivity for trade will be a harbinger of economic prosperity.

An integrated rail and road network will facilitate containerisation which will reduce both cost of trade and informal trade. Containerised trade as envisaged in BBIN MVA will be multi modal in nature.

The BBIN MVA provides a boost to land locked Nepal which will gain access to global markets. Also, the North East stands to benefit from BBIN MVA.

Eight corridors have been identified through which most trade between BBIN MVA countries takes place. An integrated rail network within BBIN MVA countries would help.

The delays in implementing MVA are due to lack of good roads. Due to soil conditions, it will be costly to develop roads in Bangladesh. Also, there will be many disputes over land. On account of problems with roads, air cargo should be considered for faster movement of goods, particularly perishables.

**Mr. Abdul Matlub Ahmad** summed up as the Session Moderator. He said that the audience learnt of the eight corridors through which most trade takes place in BBIN MVA countries. Also, air cargo services may be considered as an alternative to road transport.



(L to R) Sunil Agarwal, CMD, CTI Logistics Pvt. Ltd, General Secretary, CGTA & Secretary East, AITWA, Motiur Rahman, CEO, Sharothi Enterprise, Bangladesh, Col. Prashant Kumar Mishra, Director (Operations), Land Ports Authority of India, Ministry of Home Affairs, Govt. of India, Tanmay Chatterjee, General Manager (Finance), Indian Oil Corporation Ltd. and Dr. Anasua Basu Ray Chaudhury, Fellow, Observer Research Foundation

## Panel Discussion II:

# 'India's Transportation Challenges and Opportunities with neighbouring nations with a focus on Roadways and BBIN-MVA'

### Session Focus:

- The Bangladesh Bhutan India Nepal (BBIN) initiative signed a historic Motor Vehicles Agreement (MVA) in 2015, signaling a resurgence of 'sub-regions' as key loci for regional integration
- India has spent a fair amount of diplomatic and investment capital in enabling the MVA
- At present, intra-regional trade accounts for only five p.c. of total trade, according to a World Bank study — a reminder of why individual countries in South Asia are turning to China as a reliable trade partner instead. On the other hand, this trade is likely to increase by 117 per cent from the current USD 23 billion if transport connectivity is strengthened and cross-border trade facilitation improved
- BBIN MVA: current status of implementation and way ahead
- Success of the BBIN MVA will go a long way towards displaying intent and capability and it will boost regional integration in South Asia. It will strengthen India's 'ACT East' and 'Neighbourhood First' Policies
- Benefits of BBIN MVA connectivity would extend to the growth of micro, small and medium enterprises (MSMEs) in all three nations, the building of regional value chains, and advancing innovation and entrepreneurship

### The speakers at the Session were

- Session Moderator: Col. Prashant Kumar Mishra, Director (Operations), Land Ports Authority of India, Ministry of Home Affairs, Govt. of India

- Mr. Tanmay Chatterjee, General Manager (Finance), Indian Oil Corporation Ltd.
- Mr. Motiar Rahman, CEO, Sharothi Enterprise, Bangladesh
- Mr. Sunil Agarwal, CMD, CTI Logistics Pvt. Ltd, General Secretary, Calcutta Goods Transport Association (CGTA) & Secretary East, All India Transporters Welfare Association (AITWA)
- Dr. Anasua Basu Ray Chaudhury, Fellow, Observer Research Foundation



Col. Prashant Kumar Mishra, Director (Operations), Land Ports Authority of India, Ministry of Home Affairs, Govt. of India

Col. Prashant Kumar Mishra, Director (Operations), Land Ports Authority of India, Ministry of Home Affairs, Govt. of India said that the Land Ports Authority was set up to provide infrastructure at borders and address the problem of lack of facilities at border crossings. There are five land ports at present at Attari, Raxaul, Agartala, Petrapole and Jogbani. Similar land ports have been setup in the European Union. Two integrated check posts are coming up in Manipur and Meghalaya.

The two aspects of connectivity are ground infrastructure and protocols. Both railway and road links are important and they have improved.

Col. Mishra said that the political climate is good for getting things done at this time in South Asia. There are many issues still to be sorted out at the land ports.

There is a possibility of movement of goods from the Indian mainland to Agartala via Bangladesh. A highway has been built at Agartala which opens up the North East to Chittagong Port.



Tanmay Chatterjee, General Manager (Finance), Indian Oil Corporation Ltd.

Mr. Tanmay Chatterjee, General Manager (Finance), Indian Oil Corporation Ltd. said that Indian Oil Corporation is an Indian multinational Fortune 500 company.

Bilateral trade between India, Bangladesh and Nepal is about USD 23 billion, which is 31 p.c. of the potential trade projected by World Bank. Indian Oil Corporation's share is USD 1.5 billion. BBIN MVA will allow regional transport with ease. The topic for the discussion should be how to get rid of geographical boundaries.

There is a need for better transport between India and Nepal. Customs formalities at the borders should be reduced. Indian Oil Corporation expects to setup a robust network in Nepal. This can only happen with better connectivity and reduced formalities for customs.

IOC is seeking enhanced trade on petroleum products with Bangladesh. It makes sense for Bangladeshi trucks to service LPG to Tripura.

Unless infrastructure improves, there is no way that business can prosper. Good transport is not an option. It is a compulsion for doing business with neighbours.



Mr. Motiar Rahman, CEO, Sharothi Enterprise, Bangladesh

Mr. Motiar Rahman, CEO, Sharothi Enterprise, Bangladesh said that his organisation Sharothi Transport Agency handles major Indian and Bangladeshi customs clearings and transports their imported and exported goods. Pilferage must be stopped in trans-shipment of goods.

Benapole, on the Bangladesh side of the border has poor infrastructure. Truck detention is high and it is costly. Indian trucks wait for at least 3 to 4 days for unloading their cargo. Logistics facilities need to be improved.

Petrapole, on the Indian side of the border does not have enough space for unloading goods and it lacks crane facilities. For this reason, Bangladeshi trucks must wait for a long time for unloading. As a result, truck detention charge is being paid by both sides.



Mr. Sunil Agarwal, CMD, CTI Logistics Pvt. Ltd, General Secretary, CGTA & Secretary East, AITWA

Mr. Sunil Agarwal, CMD, CTI Logistics Pvt. Ltd, General Secretary, Calcutta Goods Transport Association (CGTA) & Secretary East, All India Transporters Welfare Association (AITWA) said that Bhutan did not want to join BBIN MVA.

Places of interest in Nepal can be easily accessed from India. However, the customs station at Raxaul could be in better state. The problem is with Bangladesh due to detentions at land border crossings. Due to delays, it is not possible to transport agricultural products and perishables to Bangladesh.

Kolkata to Agartala is a distance of 1,600 km at present but only 485 km through Dhaka. If Indian vehicles could travel through Bangladesh, then logistics would improve. The distance between Myanmar and India is 500 km shorter if the goods are transported through Bangladesh.

The problem with truck drivers in international trade is that they must be skilled to handle cross border and visa issues. So, they will need training on how to handle cross border issues.

Paperwork needs to be reduced as they cause delays. Digital locks may be used to control pilferage.



Dr. Anasua Basu Ray Chaudhury, Fellow, Observer Research Foundation

Dr. Anasua Basu Ray Chaudhury, Fellow, Observer Research Foundation (ORF) said that ORF is a leading public policy think tank, which does policy formulation. ORF carries out research based on field visits. It has been studying BBIN MVA issues and some of its proposals have been integrated in India's foreign policy. ORF has published four research reports on India's connectivity with Nepal, Bhutan, Bangladesh and Myanmar.

Dr. Ray Chaudhury said that BBIN MVA is a benchmark. However, it is not standalone. It is a part of SAARC MVA. Eight corridors have been identified for seamless connectivity among BBIN nations.

The nature of negotiation in border issues is bilateralism. Although BBIN MVA is a multilateral platform, the

countries are using **bilateral approvals**. BBIN MVA is following the principle of **acceptance of consensus**.

With regard to Bhutan, Dr. Ray Chaudhury said that when she visited Bhutan, the Bhutanese were categorical about specifying their concept of 'Gross National Happiness'. If they allow more trucks into their country, it would reduce their 'Gross National Happiness'. As a result, Bhutan has not ratified the MVA.

Dr. Ray Chaudhury said that development of infrastructure is not the only issue for seamless connectivity. There must be an awareness that we are dealing with international law in trans-border issues. It is important to strengthen joint border management with other countries. For seamless connectivity, we need to build more roads along with comprehensive synchronisation among agencies.

Informal trade is twice the size of formal trade in South Asia. If facilities, including banking and currency conversion services, at borders are upgraded, then informal trade can be controlled.

Capacity building is important both in terms of adopting technology and enhancing the strength of skilled labour. We still do not have an understanding with our neighbours about the rights of labour. The rights of labour should be considered before opening of borders.

There is a need for streamlining issues related to permits and procedures. Permits should be easily available. Also, there is a need for acknowledgement and acceptance of certification. Then, there are issues such as our certification bureaus not being present at the border crossing.

Last but not the least, an understanding of each other's perception is most important. The time has come to understand the essence of mutual understanding.

## **Key Take Aways**

- India now ranks 44th in the latest edition of the World Bank's Logistics Performance Index, a relatively high rank compared to other countries with similar income levels.
- Several transport proposals extending beyond India's borders are under consideration such as International North – South Transport Corridor linking India, Iran and Russia and the Bangladesh, China, India and Myanmar (BCIM) economic corridor. The Bangladesh Bhutan India Nepal Motor Vehicles Agreement (BBIN MVA) is vital. Bhutan has not ratified the Motor Vehicles Agreement.
- The World Bank estimates India's potential trade in goods with South Asia at USD 62 billion against its actual trade of USD 19 billion, which is a mere 3 p.c. of its global trade and about USD 43 billion below its potential.
- BBIN MVA has the potential to establish seamless multi modal connectivity and facilitate movement of vehicles and goods at the sub-regional level. It can help countries in creating an institutional mechanism for regional integration.
- The partition of India land locked North Eastern states. States in the Indian mainland are growing at a faster rate than the North Eastern states. Bangladesh is geographically in such a position that unless it gives free movement of goods to India, the North East cannot develop.
- Regional infrastructure is a major determinant of integration. With seamless connectivity, Bangladesh could be a gateway for the entire North East and for landlocked countries like Bhutan & Nepal.
- Logistics cost is about 14 p.c. of cost of production in India. It is around 8 p.c. to 10 p.c. in other countries. The high logistics cost hurts India's competitiveness. If India wants to be a part of a regional economic hub, it needs to have

better logistics.

- Modern manufacturing is organised in the form of global production networks in East Asia and it is marked by fast trade in parts and components. India's share in parts and components trade is small except in pharma, auto and some areas of telecom. The same can improve with better connectivity.
- Inland waterways have become an area of discourse and they are important for landlocked countries such as Nepal and Bhutan. The concerned countries should not wait to create the common regulatory framework that will govern inland waterways.
- The Government of West Bengal will look into the suggestions made by the speakers at MCCI Logistics Forum 2018 to ensure faster connectivity. The Government of West Bengal is serious about developing logistics.
- There is a huge trade imbalance between India and Bangladesh. 90 p.c. goods are exported from India and only 10 p.c. are imported from Bangladesh. Since it takes a long time to aggregate goods in Bangladesh, their transportation to India becomes expensive. Therefore, Bangladesh should consider exporting garments from its Ports to India for all over transmission to European countries.
- Till recently, Kolkata Port was the only access for Nepal. Today, Nepal is also using Vizag port. There exist constraints in the sense that there is only one location which is Raxaul for delivering cargo to Nepal. KoPT has suggested that two more points be opened for bilateral trade.
- The existing transit treaty between India and Nepal was signed way back in 1999. Many changes have taken place in the transit system since then. Nepal has emphasized the need to review the Treaty with a view to facilitate transit trade.
- To facilitate Nepal's trade, there is an increasing demand in Nepal that it be allowed to use additional port facilities in both Eastern and Western India. There is a need to revise the India – Nepal Treaty so that new ports are opened such as Dhamra and Paradeep.
- Kolkata is a riverine port and it cannot handle large ships. Consequently, two floating cranes have been installed near Kolkata Port which help to unload the shipments from larger ships and then move through barges for further transporting them to their destinations.
- One proposal is to open a container port in the West side of the Hooghly river to relieve congestion on roads in Kolkata.
- MCCI may be part of a delegation to visit foreign ports to study best practices.
- The rivers of Nepal have hydel power potential. The power can benefit the entire region under a regional economic framework.
- Nepal is facing many challenges as it is a land locked country. The transaction cost of international trade is high for Nepal.
- Sheikh Hasina Wajed, Hon'ble Prime Minister of Bangladesh has said that insurgents have no place in Bangladesh. Both countries are free from insurgents. Security is important in order to have smooth development.
- An integrated rail and road network will facilitate containerisation which will reduce both trade cost and informal trade. Containerised trade as envisaged in BBIN MVA will be multi modal in nature.
- Eight corridors have been identified through which most trade between BBIN MVA countries takes place. An integrated rail network within BBIN MVA countries would help.



- The delays in implementing MVA are due to lack of good roads. Due to soil conditions, it will be costly to develop roads in Bangladesh. Also, there will be many disputes over land. Air cargo should therefore be considered.
- Land Ports Authority in India was set up to provide infrastructure at borders and address the problem of lack of facilities at border crossings. There are five land ports at present at Attari, Raxaul, Agartala, Petrapole and Jogbani.
- Infrastructure is poor on both sides of the Petrapole – Benapole border with Bangladesh.
- The distance between Kolkata to Agartala is 1,600 km but only 485 km through Dhaka. If Indian vehicles could travel through Bangladesh, logistics would improve.
- The development of infrastructure is not the only issue for connectivity. There must be an awareness that we are dealing with international law in trans-border issues.
- It is important to strengthen joint border management with other countries. For seamless connectivity, we need to build more roads along with comprehensive synchronisation among agencies.
- Informal trade is twice the size of formal trade in South Asia. If facilities at borders are upgraded, then informal trade can be controlled.
- There is a need for streamlining issues related to permits and procedures. Permits should be easily available. Also, there is a need for acknowledgement and acceptance of certification.
- Last but not the least, an understanding of each other's perception is most important. The time has come to understand the essence of mutual understanding.

*Report written and compiled by Mr. Rajiv Mukerji, Deputy Secretary, MCCI*



# गाल में लॉजिस्टिक के लिए पोर्ट की बेहतर सुविधा है



अध्यक्ष श्री विशाल झाड़ाड़िया स्वगत भाषण देते हुये। मंच पर हैं पोर्ट ट्रस्ट के उ. कुमार, राज्य परिवहन सचिव श्री एन एस निगम, अब्दुल मतलुब अहमद - अध्यक्ष, बांग्लादेश के उप उच्चायुक्त तौफिक हसन।

उद्घाटन के अध्यक्ष श्री विशाल झाड़ाड़िया स्वगत भाषण देते हुये। मंच पर हैं पोर्ट ट्रस्ट के उ. कुमार, राज्य परिवहन सचिव श्री एन एस निगम, अब्दुल मतलुब अहमद - अध्यक्ष, बांग्लादेश के उप उच्चायुक्त तौफिक हसन।

# अंतरराष्ट्रीय सहयोग मांगा - कहा, श्वास निर्माण में बड़ी



सबसे बड़ा देश होने के नाते भारत पर क्षेत्र में विधायक निर्माण की अधिक जिम्मेदारी है।

बांग्लादेश इससे पहले भी रोहिंया मुद्दे से निपटने में भारत से मदद मांग चुका है कि वह म्यांमार पर इसके लिए दबाव डाले कि वह देश में शरण लेने वाले शरणार्थियों को वापस ले। संयुक्त राष्ट्र के अनुसार करीब सात लाख रोहिंया मुस्लिम अगस्त 2017 से म्यांमार के खंडान प्रांत से भागकर बांग्लादेश आये हैं। रानू ने इसके साथ ही क्षेत्र में अधिक आर्थिक विकास के लिए बांग्लादेश भूतान, भारत, नेपाल मोटर वाहन समझौते को तेजी से लागू करने का आह्वान किया।

# बाणिज्यिक सम्पर्क की बगिचमहल

भारत सब समय एगिरे एगिरे। सेजना पण सभरबारे के केने बांग्लादेश के बमरुतला बेनि बावहार करे भारत। कलकाता के केने से परिमाण मालवाही जाहाज बांग्लादेशे यात्रा, सेई इतुनार उपरार बांग्लादेशे आने कन आसे। अर मते, डारतेर मालवाही जाहाजकुलो १० शतांश बांग्लादेशे के जलपथ बावहार करे। इतुनार बांग्लादेशे जाहाज कलकाता बपर बावहार करे मते १० शतांश।

बांग्लादेशे नव केने बेनि उठपान कन बर। बिखरते डार बर रणनि करे। इउरोपीय बाजारे बांग्लादेशे केने रहिला सबकेने बेनि। सेकथा उठपेन करे एदिन बमर कर्तुप कजाना, उठपान बकर केके प्रकर बर इउरोपे रणनि करे हर। इउरोपे बर रणनि केके तुतिये बिषेरे सेप हिसेवे कलकाता बमरुतले बावहार करते बांग्लादेशे। किङ्ग प्रतिबेनी सेपे जा करेनि। एर हसे कलकाता केके बांग्लादेशे यात्रायात करे मालवाही जाहाजकुलो करे बाङ्ग्लादेशे बांग्लादेशे कलकाता बपर बावहार कराने एई थार अनेक कन हवे बसे तिन कजाने। दुःदेशेप मते सेहेति बजार राखते कलकाता बमरुतले बेनि बावहार करेते से-सेनेपे शिमरहलके प्रखर सेने सेजानार।

# बाणिज्य प्रसारे बाधा परिवहणेर व्यवस्थाई



निजस्य प्रतिनिधि: कलकाता, २ डिसेम्बर- हलपथ ओ जलपथ परिवहण बावहार आशावाङ्क अङ्गति ना हउयार गत दुबहरे भारतेर ससे दक्षिण-पू एशियासह मध्याप्रदेशेर देशेगुलिर बाणिज्यिक सभावना यथेष्ट विकशित हते पारेनि। एवापारे बिश्वब्याङ्क एवङ् अन्याय आर्थिक सहायताओ ठिकमते काङ्गे लागगाते पारेनि भारत सरकार। एई परिस्थिति बदलाते ना...

अन्याय सहायतार परिमाण येम शनिवार मध्या कलकाताेर एक आङ्गलिक सुतेर एक आलोचन एदिनेर सभाय स्वागत भा प्रतिकेनी बाङ्ग्लादेशे, नेपाल, तुले धरेन। एई सभावना बाव आह्वान जानान। भारत बाङ्ग्लादेशे आहमद तारि जाङ्गे बार्मार ससे परिवहण परिकार उपाहकिमशनार तौफिक हास प्रधानमन्त्रीसेर मध्या इतिबाचक एशियायान डेवेलपमेन्ट २...

# लॉजिस्टिक्स के विकास को लेकर अम्भीर है राज्य : एस. निगम

दुसरेपोर्त लॉजिस्टिक्स के खर्च को कम करने का बेहतर माध्यम हो सकता है। हालांकि उन्होंने यह भी कहा कि इन सभी चीजों के लिए बेहतर नीति होना बेहद जरूरी है। यदि किसी भी जगह समस्या उत्पन्न हो रही है तो उन समस्याओं का समाधान निकालना जाना चाहिए। इस मीक पर एशियान डेवेलपमेंट बैंक की डिप्टी कर्नल डीपिकेरे सख्तवाची मिश्रा, इंडिया-बांग्लादेश वेंचर ऑफ कॉमर्स एंड इंडस्ट्री (आईसीआईआई) के अध्यक्ष विशाल झाड़ाड़िया समेत अन्य लोग...



अध्ययन करने पर यह साफ हो जाता है कि सभी महत्वपूर्ण इकोनॉमिक कारिटरों में कर्नल नई को सुते हुए है।

पड़ोसी देशों के साथ ही बांगला की कर्नलडिप्टी बेहतर है। उन्होंने...



कलकाता, सोमवार, ३ डिसेम्बर २०१८  
Kolkata-Monday-December 3, 2018  
Arthik Lipi, Page 7



मार्चेटि सेवार अफ कर्मार आउट इन्डस्ट्रिय आयेोजित ट्रांस पोर्ट ट्रेटि संक्रांत आलोचना सभाय बङ्गवा राख्छेन बणिक् सभार प्रेसिडेन्ट विशाल झाड़ाड़िया राजा सरकारेर परिवहण दफतरेर सचिव एन एस निगम, कलकाता पोर्ट ट्रांसिेरे सेजारम्यान विनीत कुमार।



बाणिज्यिक सुविधार्थे परिवहण व्यवस्थाय एकाधिक प्रकल्पर प्रस्ताव

बाणिज्यिक सुविधार्थे परिवहण व्यवस्थाय एकाधिक प्रकल्पर प्रस्ताव

बाणिज्यिक सुविधार्थे परिवहण व्यवस्थाय एकाधिक प्रकल्पर प्रस्ताव

**NEWS SERVICE**  
**KOLKATA:** With an aim of bringing together eminent policy makers and industry Captains to lay down the future roadmap for development in Logistics sector in India and in South Asia in an integrated way, with focus on new technology & automation, improved investment, skilling, removing bottlenecks, improving inter modal transport system, single window system for giving clearances and simplifying processes Merchants Chamber of Commerce & Industry (MCCI) organized "MCCI Logistics Forum 2018" titled "Regional Integration through Transport & Trade" on Saturday in Kolkata. Vinit Kumar, Chairman, MCCI, addressed the Forum. It was also addressed by eminent experts, including, Abdul Matlub Ahmad, President, India-Bangladesh Chamber of Commerce & Industry (IBCCI); Sahyasaachi Mitra, Deputy Country Director, Asian Bank, Director, India Resident Mission; and Toufique Hasan, High Deputy Commissioner, People's Republic of Bangladesh in Kolkata, among others.

The Forum focused on India's Connectivity with neighbouring nations like Bangladesh, Bhutan, Nepal, Myanmar, Current Status, Constraints & Opportunities related to proposed various Projects Connectivity through the Kaladan

speakers to ensure faster connectivity. Vinit Kumar said that about 90 p.c. goods are exported only 10 p.c. are imported from Bangladesh. 14 p.c. is the approximate logistics cost in India compared to 8 p.c. in other countries which makes exports expensive. Water Transport is to be promoted which is more economical and also ensure faster delivery as waiting at the land ports are eliminated which on an average consumes about 12 to 15 days. As regards, export to Nepal, Raxaul is the main land port from which major Indian exports are executed to Nepal. Now Kolkata Port has two floating cranes which helped to unload the shipments from larger ships and then transhipped through barges to Kolkata and Haldia Ports for further trans-

the western parts of Kolkata. He welcomed the proposal as now located at the Eastern part. Abdul Matlub Ahmad pointed out that now about 300 hundred barges are operated between India and Bangladesh and more than 50 p.c. are that owned by Bangladesh. He invited Indian business communities to invest in this sector. He welcomed the suggestions made by Shri Vinit Kumar to export garments from Bangladesh Ports to India for all over transmission to European countries.

Toufique Hasanspoke on seamless connectivity and felt that Bangladesh could be a gateway for the entire North East and for landlocked countries like Bhutan & Nepal. He mentioned that plans are on to connect Bangladesh with BIM- countries and to South Asian coun-



the borders would help to develop the northern eastern states of India and countries like Bhutan and Nepal which are landlocked and have no direct access to port. the gap in regional integration would further boost to the Logistics Sector. He felt that MCCI, MVA, VMCs, Agri wants to implement would establish less multi-modal activity to

**ROHINGYA CRISIS: DHAKA SEEKS INTERNATIONAL SUPPORT**

**Kolkata, Dec. 1:** A Bangladeshi diplomat on Tuesday stressed the need for international help to overcome the Rohingya refugee crisis in the country and said being the largest nation in South Asia, India had a huge role to play in building trust in the region.

Shahanaaj Akhter Ranu, a political counsellor of the Bangladesh deputy high commission in the city, said political stability is necessary for economic growth and the non-acute refugee issue was having an impact on the neighbouring country.

"We need international support to build trust in the region, being the largest country in South Asia, Ranu added.

Bangladesh had in the past also sought India's support in handling the Rohingya issue by mounting pressure on Myanmar to take back the refugees who had taken shelter in the country.

According to the United Nations (UN), nearly 800,000 Rohingya have fled Myanmar's Rakhine state to Bangladesh since August, 2017.

Bangladesh has accused the Myanmar government of failing to tackle the concerns over the Rohingya Muslims who fled the country and urged the UN Security Council to take action to ensure their safe return home.

Ranu also called for a faster implementation of the BBIN MVA (The Bangladesh, Bhutan, India, Nepal Motor Vehicles Agreement) for a greater economic growth in the region.

Bangladesh, India and Nepal have already taken their nod to procedures for implementation of the agreement.

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Bangladesh, India and Nepal have already taken their nod to procedures for implementation of the agreement.

**Bangla Army officers, spouses visit Churulia, Tagore's house**

**AGE CORRESPONDENT**  
**KOLKATA, DEC. 1**

Ahead of the Vijay Diwas celebrations, a 50-member delegation from Bangladesh visited Kolkata from November 29 to December 1 as part of their India Tour.

The delegation consisted of middle level officers of the Bangladesh Army and their spouses.

The delegation was led by Defence Dialogue which was held in May this year, according to a statement by the Eastern Command.

It said, "As part of the dialogue, number of activities have been agreed upon which will go a long way in creating camaraderie and bonhomie between officers of two neighbouring countries. India and Bangladesh maintain a special relationship and such interaction New Delhi and Agra prior to their visit to Kolkata. During the three days, the delegation visited Churulia, the birthplace of Kabi Nazrul Islam and Jorasanko, the residence of Rabindranath Tagore apart from various tourist places in the city.

The delegation also visited important places of interests at the Fort William, the Eastern Command Headquarters

**सन्मार्ग**  
 2 दिसम्बर 2018

**लॉजिस्टिक लागत से निर्यात महंगा**

बाददाता, कोलकाता: लॉजिस्टिक लागत औसतन पड़ती है जबकि अन्य 8 प्रतिशत ही है, जो महंगा कर रही है। इसे कम ले अधिक किफायती जल को बढ़ावा देने और से सामान उताने का समय की जरूरत है। यह बात नता पोर्ट ट्रस्ट के चेयरमैन कुमार ने कही। वे मर्चेंट ऑफ कॉमर्स एंड इंडस्ट्री की लॉजिस्टिक्स फोरम में बोले रहे थे।

फोरम में भारत से पड़ोसी देशों में लॉजिस्टिक को सुगम बनाने, रेलवे के माध्यम से लॉजिस्टिक पर चर्चा की गई। इसमें लॉजिस्टिक के लिए विकास को पैरवी

**लॉजिस्टिक के विकास के लिए राज्य सरकार गंभीर : निगम**

**एमसीसीआइ ने किया लॉजिस्टिक फोरम 2018 का आयोजन**

**कोलकाता.** एमसीसीआइ द्वारा लॉजिस्टिक फोरम 2018 का आयोजन किया गया. उद्घाटन सत्र में पश्चिम बंगाल सरकार के ट्रांसपोर्ट विभाग के सचिव व मुख्य नोडल अधिकारी (प्रोजेक्ट) एनएस निगम ने कहा कि किसी भी राज्य के आर्थिक विकास में लॉजिस्टिक व ट्रांसपोर्टेशन इन्फ्रास्ट्रक्चर का बहुत बड़ा योगदान है. पश्चिम बंगाल में लॉजिस्टिक के लिए ट्रांसपोर्ट की बेहतर सुविधा है एवं लॉजिस्टिक के विकास के लिए बंगाल सरकार भी काफी गंभीर है. हाल ही में एक लॉजिस्टिक पॉलिसी जारी की गयी है, जिससे पड़ोसी देशों के साथ भी व्यापार करने की अपार संभावनाएं बन सकती हैं. आर्थिक व्यापार बढ़ाने के लिए क्षेत्रीय कनेक्टिविटी मुद्दे पर बातचीत के अलावा नयी नीतियां बनायी गयी हैं. हाल ही में शांतिमार्ग वर्क्स लिमिटेड द्वारा बंगलादेश की शिपिंग कंपनी के साथ करार किया गया है. कार्यक्रम में कोलकाता पोर्ट ट्रस्ट के चेयरमैन विनीत कुमार ने कहा कि व्यापार को बढ़ाने में जल यातायात व



कागों का काफी महत्व है. पोर्ट के जरिये नेपाल व बंगलादेश से अधिक व्यापार की संभावनाएं बढ़ रही हैं. प्रथम सत्र में पीपुल्स रिपब्लिक ऑफ बंगलादेश इन कोलकाता के डिप्टी हाई कमिश्नर तौफीक हसन ने भारत व बंगलादेश के बीच व्यापारिक संभावनाओं पर चर्चा की. सत्र में मुख्य अतिथि के रूप में इंडिया-बंगलादेश चेम्बर ऑफ कॉमर्स एंड इंडस्ट्री के अध्यक्ष अब्दुल मतलुब अहमद व मालिन्दा ट्रस्ट्स एंड बसेस के क्षेत्रीय बिजनेस प्रमुख अमित कुमार गुप्ता ने भी अपने विचार रखे. इनके अलावा एशियन डेवलपमेंट बैंक के डिप्टी कन्ट्री निदेशक सय्यसाची मित्रा, द एशिया फाउंडेशन की कन्ट्री प्रतिनिधि नंदिता बरुआ ने भी लॉजिस्टिक व ट्रांसपोर्टेशन इन्फ्रास्ट्रक्चर पर जानकारी दीं. कार्यक्रम में जहांगीर बोएन आलम ने कहा कि भारत व बंगलादेश के बीच रोड कनेक्टिविटी

**दुई बांग्ला बा**  
**गड़ते उद्योग**

निज्ज प्रतिबेदन: पकिमवण व बांग्लादेश में मध्ये राजनैतिक त्तर वदुद्ध अटुं धाकलेण व वाणिज्यिक फेद्रे से सम्पर्क आञ्च व ज्ञानानर रह्यनि। शनिवार शहर एके सन्पर्क मनेनई आलोलाने कलकता बन्दरेर सेहराम्यान बिनीतकुमार गोयनेन। रेल व जलपथ सेहरा आञ्ज्जतिक सहैति बीताबे बाङ्गिरे तेलो वाय त मिये एनिन एके आलोलाना सञ्चार आञ्ज्जान कर एसेपेणर बनिक्मवह।

प्रतिबेनी गैरि बांग्लादेशेर ससे त्तरवेण वदुद्ध अटुं। १०-अर मुखियुव ह्येक किन्वा आञ्ज्जतिक केन व सग्या, बरबरेर त्तर बांग्लादेशेर प्रति वदुद्धेर हात बाङ्गिरे दिग्गहे। मित्र देशेर ससे णुध कृतेनैतिक सम्पर्क मर, वाणिज्यिक सहैति बाङ्गिरे तुलाते व सब सभर इतिबाक मनेनोडर सेधिये एसेहे त्तरत नरकार। मुदुपेणर वाणिज्यिक सम्पर्केर क्वा मने रेवेई परिक्थ वरबहाक उमरत करा ह्येजे। बांग्ला नानिनीर मुधमञ्ज्ज बाबवार बांग्लादेशेर ससे सम्पर्क सुदुत् करार जन्ना उद्योगी ह्येजेन। किञ्च वाणिज्यिक फेद्रे बांग्लादेशेर ट्रांसपोर्ट सञ्चै नर केन्द्रीय सञ्हा कलकता पोर्ट ट्रास्ट। सञ्चैति प्रतिबेनी देशेर एई रिक्प मनेनोडर क्वासेण फेकट प्रकष करजेह कलकता बन्दर कर्तुपण। शिखरे एकट्टी पीताञ्ज्ज ह्येतेसे मुदुपेणर सञ्चार एव वनिक्मवणर प्रतिनिधियेर उपस्थितिरे उडेन सेई प्रसङ्ग। जोगैलिक अन्वहानेर कारणे बांग्लादेश, नेपाल व डुबानेर मत्ता प्रतिबेनी देशेपेणर आभानति व णुधुनि वाणिज्यिक फेद्रे बांग्ला अन्वहान अत्यत णुधुवर्ण। नेपाल व डुबाने वाणिज्यिक प्रयोजनेन कलकता एव हलगिया बन्दर बाबवार करह। वदुद्ध बांग्लादेश कलकता बन्दर बाबवार करह ना बरह।



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