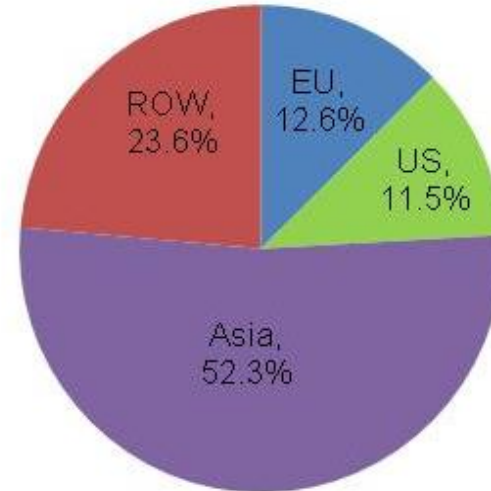
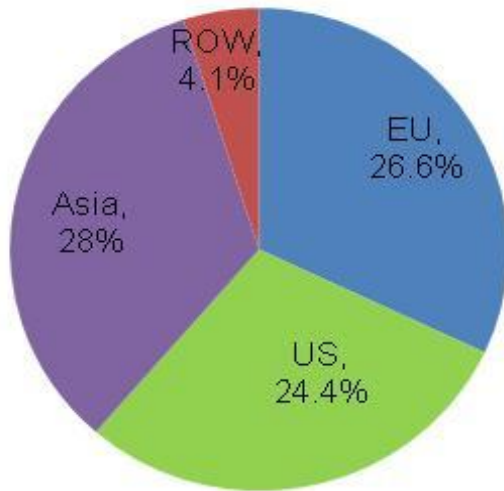


INTERNATIONAL CONNECTIVITY

Kavita Iyengar

THE CONTEXT



Share of major regions in world GDP, 2009 and 2050

- India is expected to contribute close to 16 per cent of global GDP by 2050
- India has to look to the South, to developing Asia, eastward, and within the South Asia region in order to grow

INTEGRATION WITH ASIA

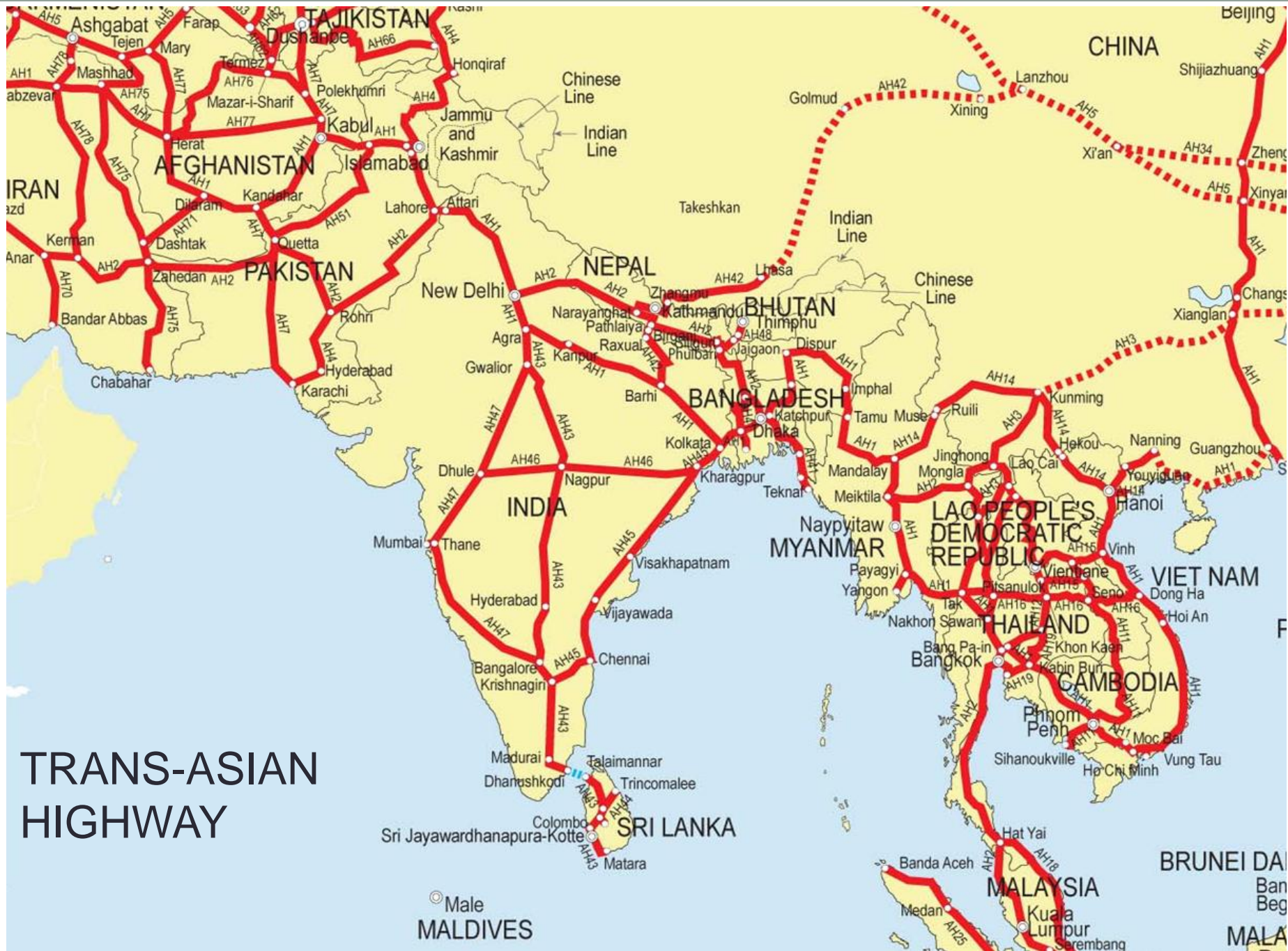
- **India-ASEAN:** Despite the good growth performance and the geographical adjacency, the trade relationship is limited. Major obstacle is cited as the high cost of moving goods.
- **India-South Asia:** South Asia is second to East Asia as the fastest growing region of the world but intraregional trade share is 4.3 per cent as compared to 5.5 per cent for Central Asia, 26.4 per cent of ASEAN, 50 per cent for NAFTA, and 71 per cent for EU. Constraints are tariff and nontariff barriers, weak trade-related infrastructure and logistics, institutional barriers, and insufficient infrastructure for physical connectivity.



REGIONAL AND SUBREGIONAL GROUPINGS

INDIA-ASEAN MULTIMODAL CONNECTIVITY

- **Mekong-India Economic Corridor (MIEC)** A network of land and sea infrastructure to integrate four GMS countries, i.e. Myanmar, Thailand, Cambodia and Vietnam, with India.
- **Priority Roads**
 - Asian Highway at Moreh–Tamu
 - India-Myanmar-Thailand Trilateral Highway
 - Tiddim-Rhi-Falam Road at Zolkawtar-Rihkhawdar
 - Bangladesh transit routes
- **Maritime Gateways** Kaladan Multimodal Transport Project
- **Rail Corridors** Missing links to Myanmar and Bangladesh
- **Air Transport** 2009 ASEAN Multilateral Agreement





TRANS-ASIAN
RAILWAY

SOUTH ASIA

- Post 1947, border management led to closure of historical land routes
- Road transport is the dominant mode (65–70% of movement) but substantial missing links across national boundaries
- IWT transit was restored in 1972
- Transit through Pakistan from India to Afghanistan remains suspended
- Incompatible transport technology platforms emerged impairing interoperability, esp rail

SAARC Road Corridors

SHC 1	Lahore – New Delhi – Kolkata – Petrapole/Benapole – Dhaka – Akhaura/Agartala
SHC 2	Kathmandu – Birgunj/Raxaul – Kolkata/Haldia
SHC 3	Thimphu – Phuentsholing – Jaigon – Kolkata/Haldia
SHC 4	Kathmandu – Kakarvitta - Phulbari – Banglabandha – Mongla /Chittagong
SHC 5	Sandrop Jongkhar – Guwahati – Shillong – Sylhet – Dhaka – Kolkata
SHC 6	Agartala – Akhaura – Chittagong
SHC 7	Kathmandu - Nepalganj – New Delhi –Lahore – Karachi
SHC 8	Thimphu – Phuentsholing - Jaigaon – Burimari - Mongla/Chittagong
SHC 9	Maldha – Shibganj – Jamuna Bridge (Bangladesh)
SHC10	Kathmandu – Bhairahawa - Sunauli – Lucknow

SAARC Rail Corridors

- **SRC 1** Lahore (Pakistan)-Delhi/ Kolkata (India)- Dhaka (Bangladesh) - Mahishasan - Imphal (India)
- **SRC 2** Karachi (Pakistan) - Hyderabad-Khokrapar – Munabao – Barmer - Jodhpur (India).
- **SRC 3** Birgunj (Nepal) – Raxaul - Haldia/Kolkata (India)
- **SRC 4** Birgunj (Nepal) - Raxaul-Katihar (India) – Rohanpur - Chittagong (Bangladesh) with links to Jogbani (Nepal) and Agartala (India)
- **SRC 5** Colombo (Sri Lanka) - Chennai (India)

Other Modes

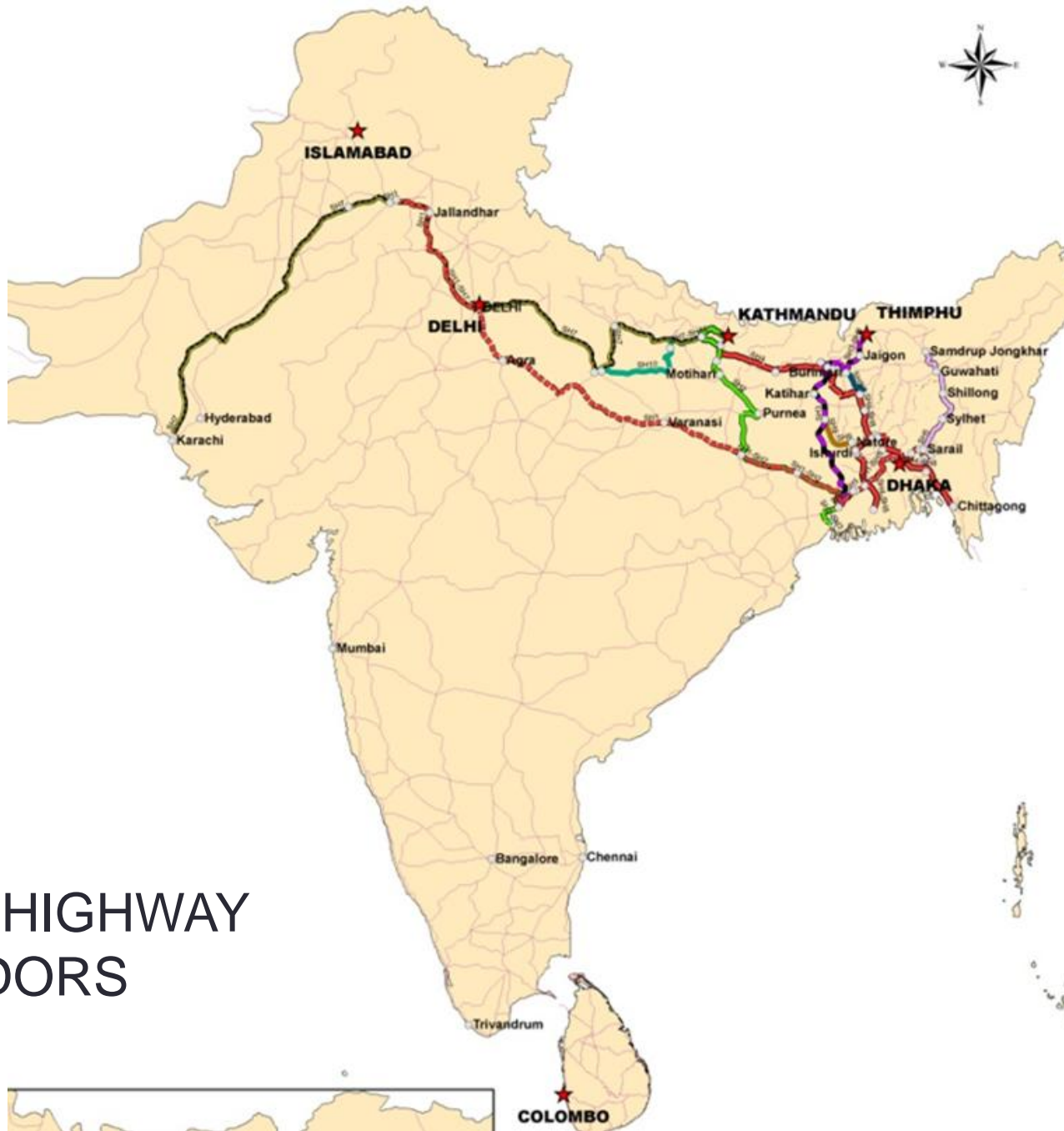
Inland Waterways

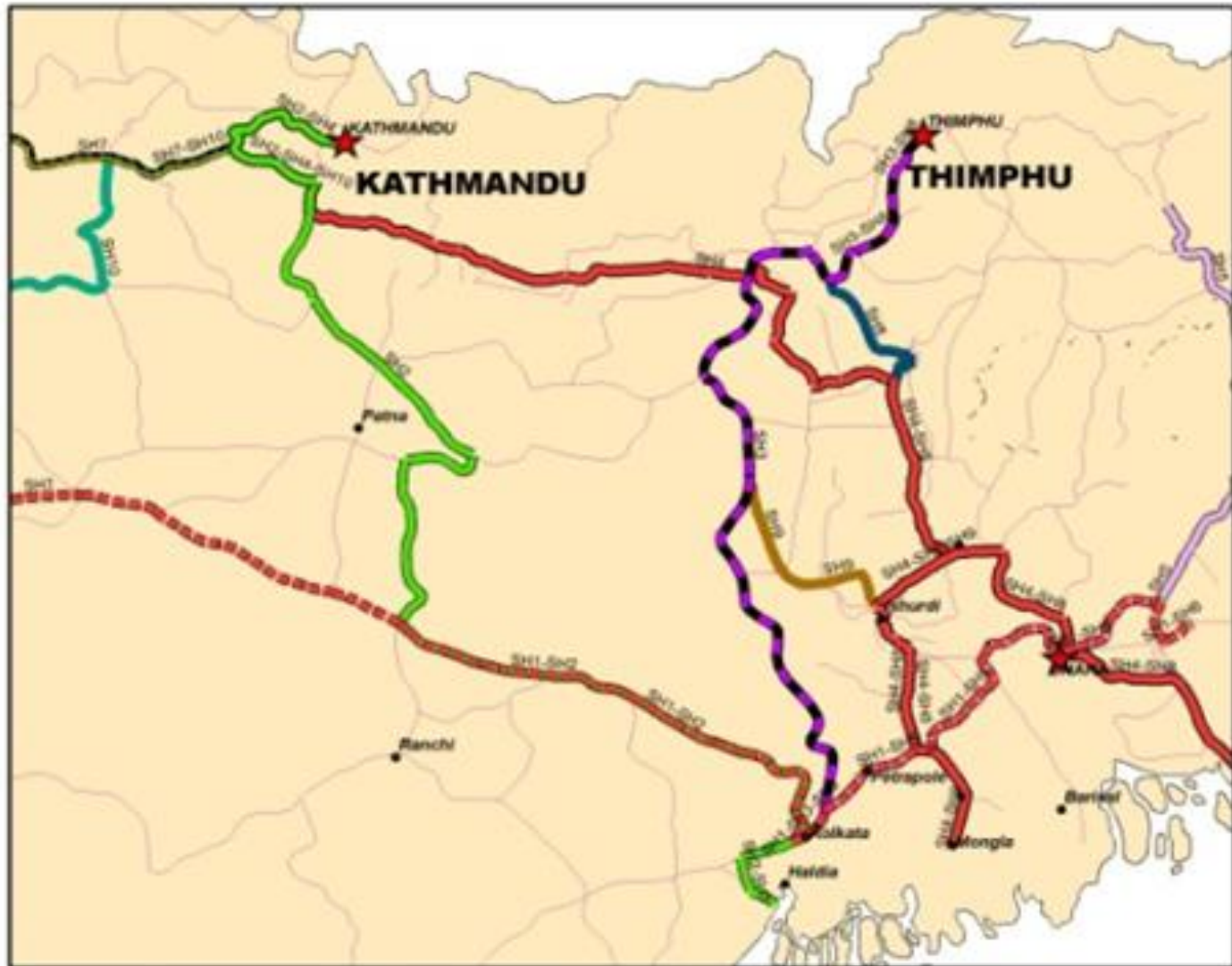
- SIWC 1: Kolkata – Haldia – Raimongal – Mongla – Kaukhali – Barisal – Hizla – Chandpur – Narayanganj – Aricha – Sirajganj – Bahadurabad – Chilmari – Pandu
- SIWC 2: Kolkata – Haldia – Raimongal – Mongla – Kaukhali – Barisal – Hizla – Chandpur – Narayanganj – Bhairabbazar – Ajmiriganj – Markuli – Sherpur – Fenchuganj – Zakiganj - Karimganj

Ports JNPT, Kolkata/Haldia, Cochin, Tuticorin

Air Delhi, Mumbai, Chennai, Kolkata, Trivandrum, Bangalore, Trichy, Cochin, Hyderabad

SAARC HIGHWAY CORRIDORS





SASEC CORRIDORS

WAY FORWARD

- Lowering the physical and non physical barriers
- Creating efficient logistic systems
- Developing industrial clusters for corridors
- Using subregional approach for well defined relation between transport and trade facilitation measures, including:
 - Subregional Transport Agreements
 - Consistency with international conventions