

DEVELOPMENT OF THE INFRASTRUCTURE FOR INTEGRATING ASIA'S LAND TRANSPORT SYSTEM

A National Seminar on the integrated Asian Land Transport Infrastructure Development (ALTID) project comprising the Asian Highway (AH) and Trans-Asian Railways (TAR) projects as well as land transport facilitation was organised by the Centre for Policy Dialogue (CPD) of Bangladesh jointly with the United Nations Economic and Social Commission of Asia and the Pacific (UN-ESCAP) on 4 and 5 January 1997 in Dhaka, Bangladesh.

A total of 53 representatives from the governmental and non-governmental organizations as well as private sector including policy makers and senior civil servants, representatives from major political parties, editors of important newspapers, heads of chambers, etc. participated in the seminar. The programme of the seminar and the list of participants are attached as annexes II and I respectively.

The main objective of the seminar was to apprise policy makers and other interested parties on the crucial role of Bangladesh in the development of Asian land transport linkages and to assist development planners and policy makers of the country in the effective implementation of the ALTID project, particularly in connection with the operationalization of AH and TAR routes of international importance passing through Bangladesh to facilitate movement of international trade and tourism.

I. Development of Intraregional and Interregional Land Transport Linkages Through ALTID Project

It was noted in the keynote presentation that the dynamic economic, trade and tourism developments in Asia and the Pacific since the early 80s underlined the need for forging stronger overland transport linkages both among countries in the region as well as to points beyond. One of the major objectives of Phase II of the Transport and Communication Decade (1992-96) for Asia and the Pacific was the development and strengthening of intraregional and interregional transport and communication linkages. It was in this context that in 1992, the United Nations Economic and Social Commission for Asia and the Pacific (UN-ESCAP) endorsed an integrated Asian Land Transport Infrastructure Development (ALTID) project, comprising the Asian Highway, the Trans-Asian Railway and the promotion of international border-crossing facilitation measures through accession by countries to various international conventions and agreements in the field of transport facilitation.

It was mentioned that ESCAP assistance to the ALTID project covered policy and implementation strategy, determination of routes, establishing minimum route standards/requirements, improvement of border-crossing facilitation measures and introduction of Multimode Transport (MMT). The ALTID implementation strategy comprised a step-by-step approach, designed to make the best use of existing facilities, facilitation of land transport at borders, with the major emphasis at the sub-regional level and co-operation among concerned agencies.

ALTID action plans in 1994-95 and 1996~97 included a study on the AH network development, on land transport linkages from Kazakstan, Turkemenistan, Uzbekistan to seaports in the South and in the East of Asia, implementation of resolution 48/11 *on Road and rail transport modes in relation to facilitation measures, a study on connecting rail networks of China, Mongolia, Kazakstan, Russian Federation and Korean Peninsula, a study on highway development in the Asian Republics, on the Trans-Asian Railway in Indo-China and the ASEAN subregion, a study on land transport corridors between Central Asia and Europe, development of a computerized AH database, a container transport demonstration project in TAR in the southern corridor; and telecommunication support for ALTID.*

It was also noted in the key note presentation, that the basic principle for road, railway and road-cum-rail routes under ALTID involved, a) maximum use of the existing infrastructure and b) minimum investment in the development of new rail lines and roads. The criteria for determination of the alignments of the AH and TAR route network included: 1) capital-to-capital links; 2) connections to the main industrial and agricultural centres; 3) connections to major sea and river ports; and 4) connection to major container terminals and depots.

The seminar emphasized the major tasks ahead for the development of ALTID. These included: 1) completion of formulation of AH and TAR networks, 2) implementation of resolutions 48/11 and 52/9, 3) improvement of operational efficiency of AH and TAR routes and 4) formalisation of AH and TAR networks, through related ESCAP agreements to provide a legal framework for unhindered access to the networks and to lay down co-ordinated plans for their development -to reach agreed performance parameters and standards.

II. Asian Highway

Stages

According to the keynote presentation, the First Phase of the Asian highway (AH) project covered the period from 1959 to 1990. During this phase several activities were undertaken. In 1959, the AH project was initiated by ESCAP then the Economic Commission for Asia and the Far East (ECAFE). In 1968, the Asian highway transport technical bureau was established in ECAFE. In 1974, classification and design standards were adopted, all road networks in 15 AH project member countries were identified (in Bangladesh nearly 100% of the roads that met minimum criteria and standards were included), maps were published (sub-regional and guide maps). At the end of 1980s, there was a renewed interest in land transport. As a result, during 1988 and 1990, China, Myanmar and Mongolia joined the AH project. This opened up possibilities for new AH routes.

Problems

Development problems for Asian Highway during first phase included: 1) the large scale of the project (over 65,000 KM in 15 countries), and the need to set priorities to be implemented through a step-by-step approach; 2) After a high level of activity within ESCAP in the 1960s, work on the AH decelerated, for various reasons. There were

several missing links in the AH due to the fact that a war like situation prevailed in several areas in the region;

- 3) traffic facilitation measures were not initially provided for in the project; and
- 4) the AH routes were restricted to the southern part of the region (South Asia and South East Asia).

Progress

During 1990-96, under the Second Phase of the AH projects several tasks were initiated. These included an intergovernmental meeting of highway and railway officials on ALTID, a study on the development of the AH network, adoption of new AH classification and design standards and setting a criteria for determination of routes to be adopted. A study report on the AH and a new Asian highway route map were published and a study on the development of the highway network in the Asian Republics was completed. A computerised AH database for the project was also established.

For the first time since 1974 the

- (a) AH road classification and design standards were revised;
- (b) Classification of roads was simplified from 7 to 4 categories;
- (c) Provision for access controlled motorways was introduced;
- (d) A minimum numbers of road were upgraded to 2lanes;
- (e) The lowest pavement type was upgraded from compacted gravel to asphalt/cement concrete (double bituminous only as a tentative measure); and
- (t) The minimum structure for loading was upgraded from H15-S12 to HS20-44.

Importance of the AH for Bangladesh

The seminar emphasized the potential of the AH for Bangladesh which was identified as the gateway between South Asia and East Asia. To play this role reliable and efficient road links was needed to facilitate Bangladeshis international trade and tourism with other SAARC countries, ASEAN countries, China, particularly Yunnan province, within the Central Asian subregion, Turkey via the Islamic Republic of Iran to provide for transit, particularly between South Asia and with East Asia. To facilitate Bangladeshis pivotal role in this regional system its transportation network system should be made a part of the sea-cum-rail/road system of the Asian region to facilitate trade and foreign direct investment.

Tasks Ahead

The tasks ahead for the Asian highway development were identified as below:

- 1) completion of the AH network formulation for the whole of Asia;
- 2) revision of the route numbering system for the international AH routes needs to be considered with a view for formulate a Grid system;
- 3) measures for upgrading of AH routes, both inter-city roads and city \ bypass;
- 4) provisions for development of road-side facilities along the AH route;
- 5) development of an AH data base;
- 6) reviewing of road safety issues;
- 7) review of road environmental issues should also be considered; If
- 8) review of provisions for road maintenance policy;

- 9) measures to promote a system of uniform road signs and signals;
- 10) measures to improve border crossing facilitation measures;
- 11) an ESCAP initiative to obtain agreements amongst its member countries for the formalization of the AH programme through an appropriate legal framework on AH routes; and
- 12) Organisation of periodical meetings to monitor progress and promote experience sharing.

III Trans-Asian Railway (TAR) in the Southern Corridor Development of TAR

The move for a TAR was initiated by ESCAP in the 1960s to assist in providing a rail link between Singapore and Istanbul through South Asia which would provide connection with rail systems in Europe and Africa. The

5

major development problems constraining the development of TAR included, several gaps in the network, different railway gauges in use, no definite line standards/requirements, no traffic facilitation measures. Myanmar did not become a party to the TAR project until 1996. Prior to this time, therefore, it was not possible to provide a TAR connection between Bangladesh and Thailand (through Myanmar). The dramatic commercial and political changes which took place in the region, including the return of peace in SE Asia since the beginning of the 1980s, resulted in a renewed and heightened interest within the Asian region in the development of TAR.

Studies on the TAR included a feasibility study on connecting the rail networks of China, Kazakhstan, Mongolia, the Russian Federation and the Korean Peninsula; a Trans-Asian railway in the Indo-China and ASEAN sub-region; a preliminary study on the development of the Trans-Asian railway in the Southern corridor of the Asia-Europe routes (to be implemented in 1997-98).

As noted in the keynote presentation, requirements for the development of TAR included:

- 1) outline gauge: defined by the dimensions of the highest and widest container load to be carried on the TAR network;
- 2) axle loads: maximum load permitted to bear vertically on track through rail vehicle axles; and
- 3) desirable running speeds: defined by transit time which can be competitive with the other modes of transport, particularly sea transport.

It was also observed that solutions for the break of gauge included,

- 1) gauge unification: re-gauging (by re-positioning one rail), new track on new formation, dual/composite gauging;
- 2) gauge bridging: transshipment between gauges, bogie exchange, variable gauge wheel-sets; and
- 3) designing container handling facilities at both ends of the routes and at the break of gauge points (as close as possible to the main trunk line), and well-equipped (availability of adequate handling equipment).

Importance of TAR for Bangladesh

The seminar highlighted the TAR's potential for Bangladesh whereby it would provide reliable and efficient rail links to facilitate the international trade of Bangladesh with other SAARC countries having railways, the ASEAN countries, China (particularly Yunnan Province), CA and Europe, transit from SA to SEA. A part of the sea-cum-rail/road system of TAR would facilitate trade. TAR would also promote international and domestic tourism in Bangladesh.

Improving Facilitation Measures at Border Crossings

It was pointed out that border crossing problems were emerging as major problems for the implementation of the ALTID project. These problems included, excessive delays at borders, due to customs and security inspection procedures, railway operating procedures etc. The solutions for these problems were also discussed at the seminar which included, such issues as accession to various international transit conventions (as recommended in the ESCAP Resolution 48/11 1), adoption and harmonization of conventions for international rail freight transport, adoption of bilateral customs agreements, and adoption of railway joint working agreements.

The international conventions reflected in ESCAP resolution 48/II were identified as below:

Convention on road traffic -1968; convention on road signs and signals 1968; customs convention on the international transport of goods under cover of TIR carnets (TIR convention -1975); customs convention on the temporary importation of commercial road vehicles -1956; customs convention on containers -1972; international convention on the harmonisation of frontier control of goods -1982; convention on the contract for the international carriage of goods by road -1956.

Under the Convention on road traffic, 1968 it was argued that, harmonisation and standardization of national rules of the road, technical requirements of motor vehicles and trailers would foster international transport, trade and tourism. Under the Convention on road signs and signals, 1968 it was also argued that, the international uniformity of road signs, signals and symbols, and of road markings would facilitate international commercial and recreational road traffic and would enhance road traffic safety. The Customs convention on the international transport of goods under cover of TIR carnets, 1975 permitted international carriage of goods by road from a customs office of departure to a customs office of arrival, through as many countries as necessary, without any intermediate frontier check of the goods carried. *The Customs Convention on the Temporary Importation of Commercial Road Vehicles*, 1956, provided for right of national transport operators to use temporary importation facilities of the convention in all other countries which were contracting parties to the convention. The Customs convention on containers, 1972, allowed importation of containers into a country without payment or deposit of duties and taxes and, in principle, without the production of customs documents. The International convention on the harmonisation of frontier controls of goods, 1982, aimed at reducing the requirements for completing formalities, reducing the number and duration of all types of controls, be it for health reasons or for quality inspections, and applied to all goods being imported, exported or in transit. The

Convention on the contract for the international carriage of goods by road (CMR), 1956, ensured that national operators engaged in international road transport enjoyed basically the same legal contractual treatment in all countries who had accepted the convention.

The seminars made the following recommendations for follow-up actions for improving facilitation measures at border crossings;

- 1) translation of the international conventions into national languages for wider dissemination and better understanding;
- 2) convening national workshops for awareness creation and discussion of various issues involved;
- 3) setting up of national transport facilitation committees, chaired by high level authority, say a minister or deputy minister;
- 4) formulation of national action plans for acceding to the international conventions;
- 5) organization of training programmes for efficient implementation of the convention(s) as well as for creation of national transport associations,
- 6) sharing of experiences in the implementation of the conventions on a TCDC basis; and
- 7) provision of legal advisory services for incorporating provisions of international treaties into domestic legislation (drafting of the bills).

V. Economic Development Aspects of the ALTID Project

As mentioned in the keynote presentation, economic development aspects of the ALTID project were identified as (1) globalization, (2) co-operation, (3) logistics, (4) networks and (5) triangles.

Globalization

In Japan, NIEs and also in ASEAN countries the industrial structure was made up of both labour-intensive and capital intensive industries, assembly oriented industries and high technology industries involving bio-technology and super technology. It was pointed out that some outcomes of globalization included:

- 1) sustained economic growth rates in East and S.E. Asia well in excess of global averages;
- 2) Republic of Korea had moved up into the group of OECD countries;
- 3) Malaysia had set a target for itself to attain developed country status by the year 2020; and
- 4) Interactions between ALTID and globalization: Globalization demanded efficient and reliable land transport systems. ALTID was expected to develop such an integrated and efficient land transport system across Asia so as to provide the opportunity for the fast growing Asian economies to more effectively consolidate their position in the global market. ALTID could open up new trading and processing opportunities to and from the dynamic economies of East and SouthEast Asia, for the emerging economies of South, West and Central Asia.

The Supply Chain

This aspect of cooperation within the Asian region constituted the supply chain, a system whose constituent parts include suppliers, production facilities, distribution services and

customers linked together by the feed-forward flow of materials and the feed-back flow of information.

This aspect of development logistics demands the emangement of supply chaini; An efficient and reliable transport system is crucial to meeting the exacting demands of modern supply chain management systems. Transport systems were made up of networks of links and nodes. Any missing links or nodes or capacity constraints or inefficiencies in the individual links or at individual nodes would affect the overall efficiency of the network through a disruption of the chaini. Within domestic transport networks, the domestic authorities could remedy missing links, capacity constraints and operational inefficiencies. However, in sub-regional and international transport networks, co-operation was required to resolve issues which threatened to disrupt the 'chaini

Benefits from the ALTID project include reduced transport costs, reduced time and inventory costs, increased reliability of delivery, increased accessibility, increased mobility, attracting more investment, attracting more tourists into the countries served by the ALTID project. Efficient and reliable transport and communications infrastructure facilities and services remain an essential prerequisite for participation in global supply chains and the development of subregional growth zones.

VI. Major Conclusions and Recommendations of the Seminar

General Conclusions:

(1) The seminar recognized that the ESCAP region, including South Asia, is emerging as the most dynamic area in the global system with enormous potential for economic, trade and tourism development. Such explosive growth in the Asia region was likely to lead to an exponential growth in demand for a reliable and efficient international land transport infrastructure and provision of transport services.

(2) The seminar strongly supported the view that Bangladesh cannot be left out of the globalization process. It recognized the importance of efficient and reliable transport and communications in providing Bangladesh with the opportunity to more effectively participate in the globalization process. The seminar also recognized that the development of economic growth zones with neighboring countries could greatly contribute to this development process.

(3) It was noted with appreciation that to assist developing countries in Asia in developing such intra-and inter-regional land transport linkages and services, the *Economic and Social Commission for Asia and the Pacific*, in short the Commission, at its 48th session (April 1992) endorsed the integrated ALTID project comprising AH, TAR as well as a programme for promoting land transport facilitation.

(4) The Seminar also noted that in recognition of the high priority accorded by developing countries of the ESCAP region to development of the regions land transport infrastructure, the Commission at its 50th session, held in 1994, accorded high priority to the ALTID project under the Regional Action Programme (RAP) of phase II (1992-1996) of the Transport and Communications Decade for Asia and the Pacific, with major emphasis on its implementation at the subregional level.

(5) It was further noted that in view of the growing importance of reliable and efficient intra-and inter-regional land transport linkages and services to facilitate international trade and tourism, the Commission, at its 52nd session (April 1996), decided that the

ALTID project should also constitute a priority item in the *Regional Action Programme of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific* (1997-2006).

(6) The seminar also noted with appreciation that the Commission in 1996 adopted resolution 52/9 on the Intra-Asia and Asia-Europe land bridges of which a southern land bridge linking Bangladesh, India, the Islamic Republic of Iran, Myanmar Southern China, Nepal, Pakistan and Sri Lanka, and onto Europe through Turkey and/or Central Asia via the Islamic Republic of Iran, is one of the major land bridges considered within the ALTID project.

(7) The Seminar recognized the importance of urgently improving transport facilitation measures at border crossings, including simplification of visa formalities for promoting uninterrupted and safe movement of international trade and tourism across the member countries of AH and TAR. In this context it noted with appreciation the adoption by the Commission in 1992 of resolution 48/11 on road and rail transport modes in relation to facilitation measures.

(8) It was noted that the ESCAP resolution.48/11 was adopted to create a minimum legal framework to facilitate international trade and tourism through the accession of the countries in Asia to seven major international conventions in the field of land transport facilitation, namely:

- (i) the Convention on Road Traffic (1968);
- (ii) the Convention on Road Signs and Signals (1968);
- (iii) the Customs Convention on the International Transport of Goods Under Cover of TIR Cornets (1975);
- (iv) the Customs Convention on Harmonization of Frontier Control of Goods (1982); and
- (v) the Convention on the Contract for the International Carriage of Goods by Road (1956).

(9) The seminar addressed the controversies surrounding the routing of the AH through Bangladesh to India. Some participants felt that a routing through Cox's Bazar and Teknaf to Myanmar was no less useful for Bangladesh than the present routing agreed by the outgoing GOB with ESCAP via Tamabil. The participants agreed that there need be no controversy over having more than one route linking, Bangladesh with the AH via both India and Myanmar. However it, was recognized that the present agreed route to India via Tamabil may not be the most cost-effective route because of its hilly terrain and the shorter route via Karimganj may be more appropriate.

(10) The present status of accession of the countries in South Asia to these conventions indicates that much remains to be done for the smooth movement of goods and people across countries in this sub-region. Out of these seven international conventions (as of November 1996), India is a party to only one, Pakistan to two, and Bangladesh, Bhutan, Nepal, Sri Lanka as well as Myanmar to none at all. The Seminar recognized the potential benefit to Bangladesh from removing such institutional impediments to cross-border and international trade to help create a viable communications network to and through the country.

(II) The Seminar further recognized that the ALTID project would open up new opportunities for increased trade, between South Asia and Myanmar as well as Northern Thailand; and between South Asia and South China, via Myanmar. This would provide to

Bangladesh, Nepal, Bhutan, India and Myanmar, an access by overland transport to the fast growing areas of the ASEAN and China. The ALTID project would certainly provide new opportunities to Bangladesh and other South-Asian countries to establish, through the Asian Highway, linkages with Afghanistan, China, the Islamic Republic of Iran and Pakistan which has just established a railway linkage with the Islamic Republic of Iran in May 1996.

(12) The seminar also expressed the view that a second Asian-Highway route via Chittagong-Cox's Bazar to Myanmar would facilitate movement of not only bilateral traffic but also international traffic from both South Asia as well as Bangladesh to the ASEAN countries, and promote the development of tourism. The cooperation of Myanmar in developing and upgrading its highway network establishing land links with Bangladeshis Cox's Bazar region remains important in the development of this second route for the AH through Bangladesh.

(13) The Seminar expressed the view that Chittagong Port could serve Nepal, Bhutan, and North East India by developing road and rail links. Mongla Port could also serve Nepal and Bhutan traffic through the rail link. For the use of Mongla Port it was stressed that a road-cum-rail bridge should be in place across the Rupsha River as soon as possible. Immediate steps should be taken for improvement in the standards of management in both the ports. A programme should be initiated to upgrade the facilities and expand the capacity of both these ports to cope with the prospect of expansion of traffic through the ALTID. A feasibility study of the implications, costs and benefits to Bangladesh of such a programme should immediately be taken in hand by the GOB.

(14) As a symbol of the increasing integration of countries in Asia, the ALTID project could provide a potential framework for achieving freer international movement of goods and people along land routes, on a reciprocal basis. In view of the active and voluntary participation by all the South Asian countries in the ALTID project since its inception, the Seminar observed that there was already a clear endorsement of the general principle of granting to each other, the right of unhindered international movement of trade and tourism.

(15) The Seminar observed that the geographic location of Bangladesh places it at the centre of the dynamic economies of East and South East Asia in the east, and the emerging economies of South and Central Asia in the west. This strategic location offers considerable potential for Bangladesh to benefit from establishing stronger cooperative linkages with these economies as well as emerging as the major gateway for trade and tourism between the regions to its east and west.

(16) The Seminar noted that due to the different levels of development of the ESCAP member countries, the Commission had agreed that no fixed time frame scale was placed on the implementation of ALTID activities. Countries were however requested to expedite implementation of the project in their own territory.

(17) The Seminar noted that the funding of the development of the Asian Highway and Trans-Asia Railway lying within countries traversed by these links remains the responsibility of the concerned participating country. In this context it was also noted that donors tend to give high priority to AH and TAR routes when they have been so declared.

(18) The Seminar noted that in a number of countries, especially in East and South-East Asia, the private sector actively participated in the financing and development of parts of

the highway. It was also noted that the World Bank and Asian Development Bank as well as ESCAP, through the Asia Infrastructure Development Alliance (AIDA) were actively supporting the mobilisation of funds for infrastructure development and private sector participation in such ventures. Prospects for commercial financing of some infrastructure investments associated with the ALTID project therefore appears to hold promise.

(19) It was also noted that AH routes in Bangladesh already meet the requirements of the AH standards of class II and class III roads and are thus ready to be opened up to international traffic as an initial important step in the operationalization of AH routes in the country with potential benefits in terms of road and port etc. user charges which the country could collect.

Recommendations:

In the light of the above findings and observations, the Seminar arrived at the following recommendations:

(1) While the elimination of missing links along the Intra-Asia and Asia-Europe land bridges is a desirable long-term objective, the immediate priority should clearly be to use the existing routes and facilities more efficiently and effectively for the benefit of all countries served by these routes to promote an enhanced level of international trade and tourism.

(2) In connection with the above, the Government of Bangladesh should take a decision to accord top priority to the implementation of the ALTID project and the operationalization of the AH and TAR routes passing through its territory to facilitate movement of international traffic.

(3) A study should be carried out on the maximization of economic potential for Bangladesh and the subregion around it from the development of transport links through Bangladesh with Indo-China and South-East Asia in the East, and with other South-Asian and Central Asia countries as well as with Europe in the west.

(4) The Government of Bangladesh should explore the possibilities of redirecting its present link with the AH which it has already communicated to ESCAP. The seminar took the view that instead of the present routing of the AH which exits from Bangladesh to North East-India via Tamabil, an alternative route into NE India via Karimganj may be considered, since this both shortens the route and provides for passage through flatter terrain.

(5) The meeting recommended that a second Asian Highways link between Yangon and Chittagong via Teknaf should be developed. To this end the Government of Bangladesh should initiate bilateral discussions with the Government of Myanmar, as early as possible.

ESCAP may also play an important role in this regard, including appropriate studies for this purpose as to Myanmar's willingness to upgrade their road network to enable it to be integrated into this second AH route connecting Myanmar with Bangladesh.

(6) The seminar recommended that the proposed ESCAP study of the Southern Corridor should investigate among others, the feasibility of the following possible railway linkages between Bangladesh and neighboring countries:

(a) Dohozari- Yenangyaung in Myanmar, with a possible link to Mandalay.

(b) Kinu on the Mandalay -Myitkyina -Mainline Tanu on the border with India and on to Shabajpur in Bangladesh.

- (c) Myitkyna in Myanmar -Lekhapani in India.
- (d) A rail connection from Nepal, and Bhutan to the port of Chittagong.
- (e) A broad gauge connection from NepaJ to the port of Mongla.
- (f) a broad gauge connection through, Jessore and Benopole.

(7) The seminar felt that cooperation between ESCAP and SAARC in the field of development of international land transport in the SAARC region should be further developed and strengthened in order to facilitate bilateral, regional international trade, investment and tourism.

(8) The Seminar endorsed the ESCAP Secretariats proposal to convene a regional awareness seminar for SAARC countries on the benefits to be derived from acceding to international land transport facilitation conventions contained in **Resolution 48/11**. This should be followed by national workshops and advisory services to promote better awareness about ALTID and to develop a country level action plan. In order to assist in acceding to the conventions reflected in ESCAP **Resolution 48/11**, all the conventions should be carefully studied by the relevant national authorities, and legal, administrative and technical procedures to be undertaken need to be identified in order to adopt necessary legislation to implement the conventions. Particularly, attention should be given to training programmes for more efficient implementation of the conventions.

(9) To assist in the implementation of various recommendations including accession to various international conventions included in the ESCAP Resolution 48/11, a national transport facilitation committee should be established in Bangladesh, comprising representatives of all the ministries and agencies concerned, In view of its important coordinating role, the Chairman of the Committee should be a person high level political authority, for example a Minister or State Minister.

Annexure II

List of Participants

1. Mr. S.A.M.S. Kibria, Minister of Finance, Govt. of Bangladesh
2. Mr. Anwar Hossain, Minister of Communications. Govt. of Bangladesh
3. Mr. Farooq Sobhan, Secretary, Ministry of Foreign Affairs, Govt. Bangladesh
4. Mr. Waliul Islam, Secretary, Ministry of Communications, Govt. of Bangladesh
5. Dr. M. Rahamatullah, Director, Transport, Communication and Tourism Division, ESCAP
6. Dr. V.N. Timopheev, Chief, Land Transport Section, ESCAP
7. Dr. John R. Moon, Economic Affairs Officer, ESCAP
8. Mr. Peter J. Hodgkinson, Railway Specialist, ESCAP
9. Mr. F.H. Yusuf, Member (Physical Infrastructure), Planning Commission.
10. Mr. M.A. Mannaf, Director General, Bangladesh Railway Authority, Dhaka
11. Dr. Abdul Mueyed Chowdhury, Chairman, Jamuna Multipurpose Bridge.
12. Mr. Saifur Rahman, Member of Parliament, and former Finance Minister
13. Col. (Rtd.) Shawkat Ali, Member of Parliament
14. Mr. Jamaluddin Ahmed, Former Deputy Prime Minister
15. Mr. M.Syeduzzaman, Former Finance Minister
16. Mh A.M.A. Muthith, Former Finance Minister

17. Mr. Syed Manzur Elahi, Former Member, Caretaker Government, and Former President, MCCI
 18. amilur Reza Chowdhury, Professor of BUET & former Member, Caretaker Government
 19. Mr. Yusuf Abdullah Baron, President, FBCCI
 20. Mr. Nurul Baq, Director, CPD and former Member, Planning Commission
 21. Mr. Omar Badi, Additional Secretary, JMBA and former Chairman, Chittagong Port Trust
 22. Mr. Mahfuz Anam, Editor, Daily Star
 23. Mr. Basanul Baq Inu, General Secretary, Jatyo Samaj Tantrik Dal
 24. Mr. Syed Kamaluddin, Editor, Far Eastern Economic Review
 25. Mr. M.M. Rezaul Karim, Former Ambassador, Govt. of Bangladesh and Member, Advisory Council, BNP
 26. Mr. K.Z. Islam, Managing Director, Nirman International
 27. Mr. Abdus Saleque
 28. Mr. Q.I. Siddique, Chief Engineer, LGED
 29. Prof. A. Quium, Urban and Regional Planning Department, BUET, Dhaka
 30. Prof. Golam Rahman, Urban and Regional Planning Department, BUET, Dhaka
 31. Dr. Arun Banarjee, Chief of Infrastructure, World Bank
 33. Mr. R.I. Khan; Division Chief (Physical Infrastructure), Bangladesh Planning Commission
 33. Mr. Q.A. Fida, Additional General Manager, Bangladesh Railway
 34. Mr. M.A. Matin, Additional. Director General, Bangladesh Railway
 35. Md. Ghulam Shafegue Mia, Deputy Secretary, Ministry of Civil Aviation and Tourism
 36. Mr. M.A. Bari, Ex-Chief Engineer, Roads and Highway Dept.
 37. Dr. Saleemul Hag, BCAS
 38. Mr. Ahtesham Chowdhury
 39. Mr. A.F.M. Mustafizur Rahman, It. DG/Engg. Bangladesh Railway
 40. Mr. Sultan Ahmed Talukdar, It. DGIFM, Bangladesh Railway
 41. Mr. Md. Ishague, Additional. Chief Engr., RHD
 42. Mr. S.Z.M. Shariful Islam, Chairman, Sylhet Group Ltd.
 43. Mr. Kamaluddin Chowdhury, Former Ambassador and Secretary Govt. of Bangladesh
 44. Mr. Humayun A. Kamal, Director-General, SAARC CCA, Ministry of Foreign Affairs
 45. Prof. Rounaq jahan, Columbia University, New York, USA
 46. Mr. Fakhruddin Ahmed, Director, BILIA and former Foreign Secretary
 47. Mr. S.M. Akram, Member of the Parliament
 48. Mr. S.H.K. Eusufzai, Former Member, Planning Commission
 49. Mr. Mujahidul Islam Selim, Secretary General, Communist Party of Bangladesh
 50. Mr. Karar Mahmudul Hasssan, joint Secretary, Ministry of Communication
 51. Mr. M.j. jahangir, Bangladesh Parjatan Corp.
 52. Mr. jamil Choudhury, Director, Communication, CPD
 53. Prof. Rehman Sobhan, Executive Chairman, CPD
- Rapporteur
Mr. Selim Raihan, Research Associate, CPD.