

Role of Land Ports in Trade Facilitation: A Case Study of Bangladesh India Trade

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ABSTRACT

During the pandemic, nCOVID 19, we have observed the multifaceted nature of international trade as for example we can look into how the use of Non-Tariff Measures (NTMs) have been instrumental during the pandemic, as a number of temporary measures were put in place by over 140 countries for safeguarding public health over economic concerns. The pandemic affects trade among member countries of different regional blocks. Reportedly, early in March, Bangladesh, Bhutan, India and Nepal (BBIN Countries) have imposed restrictions of the people's movement and freight among these countries, which has affected the supply chain, which dents impact on trade flows. During COVID 19 situation, thousands of loaded trucks with perishable goods were compelled to be stuck at the Bangladesh-India border which resulted in losses. Authorities also struggled to give the right solution in mitigating the risks associated with COVID 19. The World Bank estimates that South Asian countries will likely experience the worst economic performance of the past 40 years. The WTO is forecasting a year-on-year drop in global trade of around 18.5 percent. Trade between India and Bangladesh was affected due to various Non-Tariff Measures issues. This paper attempts to see the role of border management in international trade between these two countries. During 2021, India, Bangladesh resume freight train operation via Haldibari-Chilahati route. So far, twenty-four Land Customs Stations have been declared as Land Ports. Of them, twelve land ports are wholly in operation. Among twelve active land ports, seven ports are being operated by Bangladesh Land Port Authority (BLPA) own management and five land ports are being operated by Private Port Operators on

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BOT (Build, Operate and Transfer) basis. This research paper sheds light on this development and tried to analyze the scenario.

Keywords: Non-Tariff Measures, COVID 19, WTO, Land Port