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Pakistan Trade And Transport Facilitation

This component includes studies and technical assistance for analytical work to underpin key reforms, help assess and design prospective investments and build capacity to implement the Government's NTCIP in the following sub-sectors: ports, railways, road freight industry, highways, air transport, energy logistics, and other transport logistics. Trade and Transport Facilitation (TTF). This component builds on the results achieved by the first trade and transport facilitation project closed ...

Pakistan Trade and Transport Facilitation II | CAREC ...

Pakistan - Trade and Transport Facilitation Project (English) Abstract Ratings for the trade and transport facilitation project for Pakistan were as follows: outcomes were satisfactory, the risk to development outcome was moderate, the Bank performance was satisfactory, and the borrower performance was satisfactory.

Pakistan - Trade and Transport Facilitation Project ...

Pakistan - Trade and Transport Facilitation Project (English) Abstract. The Trade and Transport Facilitation Project will establish a public/private sector collaborative institutional framework, to develop the first phase of Pakistan's medium-term trade, and transport facilitation program, i.e., to modernize trade practices...

Pakistan - Trade and Transport Facilitation Project ...

Pakistan began its national Trade and Transport Facilitation programme with the establishment of the National Trade and Transport Facilitation Committee (NTTFC) in August 2001. The NTTFC works in coordination with government ministries and public and private stakeholders in order to adopt trade and transport facilitation measures.

CASE STORIES - TRADE FACILITATION IMPLEMENTATION GUIDE

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Pakistan | TFAF - Trade Facilitation Agreement Facility

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Pakistan, due to Trade and Transport Facilitation Project (TTFP) that has been implemented by the Ministry of Commerce since August 2001. Financed by a loan from World Bank, with technical assistance provided by UNCTAD, the TTFP is premised on the belief that a new institutional framework for commercial trade and transport facilitation reforms needed to ensure that existing

TRADE FACILITATION IN PAKISTAN

The CAREC 2020 Strategic Framework is aligned with the objectives of Pakistan's national development strategy, Vision 2030. The objective of the Second Trade and Transport Facilitation Project is to improve performance of trade and transport logistics by facilitating the implementation of the National Trade Corridor Improvement Program and the simplification and modernization of Pakistan's international trade practices and procedures.

Second Trade and Transport Facilitation Project | CAREC ...

The establishment of a trade and transport facilitation monitoring mechanism (TTFMM) is important because it allows a country to take stock, identify bottlenecks, and prioritize recommendations for the implementation of trade facilitation measures. A baseline study is the first step to establish TTFMM.

Trade and Transport Facilitation Monitoring Mechanism in ...

transport and trade facilitation form the backbone of the Central Asia Regional Economic Cooperation (CAREC) Program. Since 1997, the CAREC Program has been a catalyst for high-priority regional transport and trade projects, with CAREC-related transport and trade initiatives to date totaling \$18 billion.

CAREC Transport and Trade Facilitation Strategy 2020

The objective is to improve performance of trade and transport logistics by facilitating the implementation of the National Trade Corridor Improvement Program (NTCIP) as well as simplifying and modernizing Pakistan's international trade procedures and practices.

Pakistan: Second Trade and Transport Facilitation Project

Pakistan's National Trade & Transport Facilitation Strategy (PNTTFS), 2015. PNTTFS has been prepared in consultation with stakeholders and after discussion in inter-ministerial meeting Subsequent to presentation to Secretary Commerce it has been further reviewed by concerned Wings of Ministry of Commerce Finalized PNTTFS is pending approval by Ministry of Commerce for implementation.

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2 Pakistan NTTFC - ESCAP

The Pakistan Trade and Transport Project II is typical (see Box 1). 1.16 With the availability of efficient transport operators, manufacturing industries have set-up their production logistics systems according to their own needs, taking into account their products, supply sites and goods marketed, and their customer requirements.

Trade and Transport Facilitation - ssatp.org

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Transport, logistics and trade facilitation | UNCTAD

Capturing Economic Benefits of Transport Facilitation Efficient transport corridors not only facilitate transfer of freight and passengers, but also correlate strongly with transport cost savings, trade expansion, and economic growth. Improvements to transport corridor efficiency have been shown to enhance regional integration,

Trade and Transport Facilitation in Central Asia

Promote training and research in international trade and transport and upgrade common knowledge of trade and prevailing international practices. PERFORMANCE OF NTTFC NTTFC introduced in Pakistan Customs a standardized Goods Declaration form based on United Nations Layout Key (UNLK) to replace various forms in different shapes and sizes used for Customs clearance of imports and exports.

TRANSPORT FACILITATION. - Free Online Library

Pakistan and landlocked Afghanistan had signed a transit trade agreement in 1965 that was revised in 2010, which calls for better facilitation in the movement of goods between the two countries.

Pakistan, Afghanistan to revise transit trade agreement ...

PAKISTAN'S NTTFC National Trade and Transport Facilitation Committee (NTTFC) Constituted under a Government Resolution on 14 July 1998 Resolution subsequently amended periodically Chaired by Secretary, Ministry of Commerce (responsible for international and domestic trade Established with the help of donor assistance Financial (World Bank)

WTO ADVANCED COURSE ON TRADE FACILITATION

Trade and Transport Facilitation in South Asia: Taneja, Nisha: Amazon.com.au: Books. Skip to main content.com.au. Hello, Sign in. Account & Lists Account Returns & Orders. Try. Prime Cart. Books Go Search Hello Select your address ...

Trade amongst the South Asian countries continues to be low despite tariff reductions under the region's Free Trade Agreements, primarily due to the high transaction costs of trading. This study examines the case of India and Pakistan's trade and transport facilitation in the larger context of South Asia. A framework for transaction cost analysis is developed, which quantifies and compares the costs of trade impediments incurred by Indian and Pakistani traders. Apart from analysing the conventional transaction costs identified in the South Asian context, the study also considers transaction costs emanating from the unique trade policy between India and Pakistan as the latter has not offered MFN status to the former. The study suggests policy measures that the two countries can adopt to lower transaction costs. It also suggests trade policy measures that can enhance India-Pakistan trade and trade integration in South Asia. The study, based on primary data gathered through an extensive field survey and secondary data analysis using published and unpublished data, will be of use to academicians, think tanks, policymakers and industry in and outside the South Asian region.

This report discusses the benefits of trade facilitation - meant to promote transparent, predictable and straightforward border procedures so as to expedite the movement of goods. The OECD Trade Facilitation indicators provide a powerful tool for assessing the impact of related reforms and moni

Trade and transport corridors are fundamental to the overland movement of international trade, particularly for landlocked countries. This book provides tools and techniques for the design of trade and transport corridor projects. It is meant for task managers, policy makers, and corridor service providers.

This book explores the unfinished India-Pakistan Trade normalisation agenda (building upon the themes covered in the book "India-Pakistan Trade: Strengthening Economic Relations" published by Springer in 2014) and discusses the steps that must be undertaken in order to move the bilateral engagement forward. Given the commencement of bilateral state-level talks and the Indian government's emphasis on South Asian integration, it adds impetus to the trade liberalisation process, while also providing essential recommendations for policymakers in both countries. The unfinished agenda faces obstacles such as the list of items for which export from India to Pakistan continues to be restricted; lack of land borders and seamless cross-border transport services, which hampers the realisation of trade potential; negative reporting in the media, which influences traders' perceptions; and the continued occurrence of informal trade resulting from inadequacies of formal trade relations. The book examines various sectors, including the agricultural, textiles, automotive and pharmaceutical industries, given their predominance on the list of restricted items for bilateral trade. It also covers studies on unconventional and under-researched themes concerning informal trade, informational barriers to India-Pakistan trade, and opening new land borders for

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trade – all of which can play a facilitating role in realizing the untapped trade potential between India and Pakistan. The book also includes the second round of the India–Pakistan trade perception survey, which identifies impediments to India–Pakistan bilateral trade and assesses the change in traders’ perceptions since the first round of the survey, which was published in 2014.

This publication provides a look at the World Bank Group’s extensive ongoing activities in Pakistan, written in an easy to understand manner for the reader to understand development prospects in the country and the WBG’s role in it. It begins with a snapshot of recent developments in the country and how it compares with others in the region, in key economic and social indicators such as growth, education, and energy. This is followed by a quick glimpse at each ongoing World Bank project in Pakistan, with background, financing and disbursement details, key components, development objectives, and results achieved so far. The 43 ongoing projects cover a wide variety of sectors, including agriculture, governance, education, health, and energy. The publication showcases the World Bank Group’s commitment to Pakistan in helping end poverty and boost shared prosperity in the country.

Pakistan's population is growing and becoming more urbanized. By 2020, Karachi and Lahore will each have a population of well over 10 million people and several other cities will have a population of at least one million. These trends offer both risks and opportunities. Badly managed urban centers with poor services and slim opportunity for gainful employment could become centers of discontent and social conflict. Alternatively, properly managed and well-connected cities can help firms become more competitive, and with the right set of policies, promote industrialization and life-changing employment opportunities. In order to capitalize on these opportunities, Pakistan will need to take decisive steps to deepen the pool of skills, strengthen the commercial environment, upgrade infrastructure, diversify production, and climb up the technology ladder. Revitalizing Industrial Growth in Pakistan: Trade, Infrastructure, and Environmental Performance addresses ways in which Pakistan can revitalize its manufacturing by reducing the cost of doing business, improving the investment climate, and strengthening institutions to facilitate the flow of people, goods, and ideas and thus stimulate medium-term growth and job creation. Such revitalization is sorely needed to place the country on a sustained path of high economic growth. The authors lay out priorities and strategies for 'greening' Pakistan's industrial growth and provide a comprehensive analysis of issues in the debate on this strategy. They examine the ways in which Pakistan can encourage and assist its private sector to fill the void in low-skilled labor-intensive manufacturing left by other economies--and do so while creating and distributing new wealth. To increase the chances of success, appropriate actions will need to come from different actors in government, the private sector, and civil society. This book will be of interest to government officials and academic researchers working in the fields of industry, the environment, and energy, as well as to the general public.

Economic corridor development (ECD) is pursued by developing member countries of the Asian Development Bank to spur economic growth. In Central Asia, ECD is being piloted as potential is immense but remains largely untapped. This publication provides a road map for developing the Shymkent–Tashkent–Khujand Economic Corridor (STKEC) connecting Kazakhstan, Tajikistan, and Uzbekistan. It proposes specific action plans for six intertwined thematic areas. An institutional framework to operationalize the STKEC development is also presented, along with possible investment projects in bordering cities and oblasts of the three countries.

What is poverty and how do we measure it? What is the link between inequality and poverty? What can governments do to alleviate poverty and inequality? Does economic growth reduce poverty in the long run? These are some important research questions that are addressed in this book. It brings together

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important researchers and university professors to offer some analytical insights into the field of poverty, inequality, and public policies. Using quantitative and qualitative research methods, the authors examine issues relating to (a) contextual, academic, and cognitive differences between rural and urban poverty; (b) the impact of inequality on poverty; (c) theoretical considerations and empirical findings about poverty and inequality with a special reference to Croatia and Pakistan; (d) the role of trade facilitation in reducing poverty in South Asia; and (e) the impact of trade liberalization on economic growth and poverty implications with a special reference to Sri Lanka. The reader of this book will find it concise, with a clearly defined research methodology and findings, and easy to understand. Benefiting of recent statistical data and practical experience from various countries around the world, the findings and conclusions might be helpful to academia and policy makers to find better answers to poverty and inequality in the future.

The trade performance of countries in South Asia over the past two decades has been poor relative to other regions. Exports from South Asia have doubled over the past 20 years to approximately USD 100 billion. In contrast, East Asia's exports grew ten times over the same period. The low level of intraregional trade has contributed to weak export performance in South Asia. The empirical analysis in this paper demonstrates gains to trade in the region from reform and capacity building in trade facilitation at the regional level. When considering intraregional trade, if countries in South Asia raise capacity halfway to East Asia's average, trade is estimated to rise by USD 2.6 billion. This is approximately 60 percent of the total intraregional trade in South Asia. Countries in the region also have a stake in the success of efforts to promote capacity building outside its borders. If South Asia and the rest of the world were to raise their levels of trade facilitation halfway to the East Asian average, the gains to the region would be estimated at USD 36 billion. Out of those gains, about 87 percent of the total would be generated from South Asia's own efforts (leaving the rest of the world unchanged). In summary, we find that the South Asian region's expansion of trade can be substantially advanced with programs of concrete action to address barriers to trade facilitation to advance regional goals.

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