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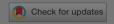
Articles

Landlocked and Transit Developing Countries: Nepal's Transit Route Negotiations with India

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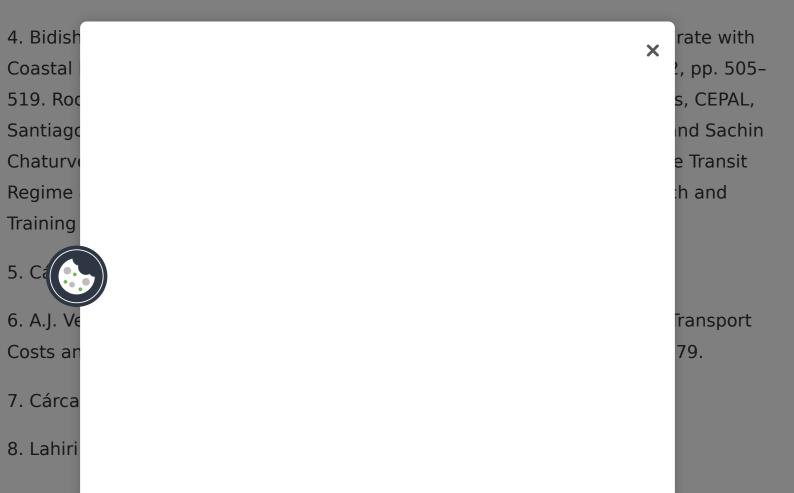
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Disclosure statement

No potential conflict of interest was reported by the author(s).

Notes

- 1. Nepal requested India for additional port facilities in Visakhapatnam in 2009. The proposal is currently in process.
- 2. 'Treaty of Transit: Nepal, India locked in major dispute', 14 December 2012, at http://www.ekantipur.com/2012/12/14/top-story/treaty-of-transit-nepal-india-locked-in-major-dispute/364081.html (Accessed 17 June 2015).
- 3. Geoffrey Kemp, 'Maritime Access and Maritime Power: The Past, the Persian Gulf, and the Future', in Alvin J. Cottrell et al. (eds.), Sea Power and Strategy in the Indian Ocean, London: Sage, 1981, p. 45. Also see Toshi Yoshihara, 'Chinese Views of India in the Indian Ocean: A Geographical Perspective', Strategic Analysis, 36(3), May-June 2013, pp. 489–500.



- 9. Freedom of Transit, UNCTAD Trust Fund for Trade Facilitation Negotiations, Technical Note 08, Rev 2, February 2009.
- 10. 'Land-locked countries and the expansion of international trade', General Assembly, 11th Session, United Nations, 20 February 1957.
- 11. For details, see 'United Nations Conference on the Law of the Sea, Geneva, 24 February-27 April 1958', Document no. A/CONF.13/C.5/L.1
- 12. Venables and Limão, no. 6, p. 451.

18. Ibid.

13. Since many LLDCs' transit neighbours are developing countries, the Almaty Programme of Action emphasised establishing efficient transit transport systems through partnership between LLDCs, transit developing countries and their development partners. It also identified five priority sectors for expediting the trade and economic growth of LLDCS by improving connectivity. For details, see Annex I, Almaty Programme of Action: Addressing the special needs of landlocked developing countries within a new global framework for transit transport cooperation for landlocked and transit developing countries, International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, Almaty, Kazakhstan, 28–29

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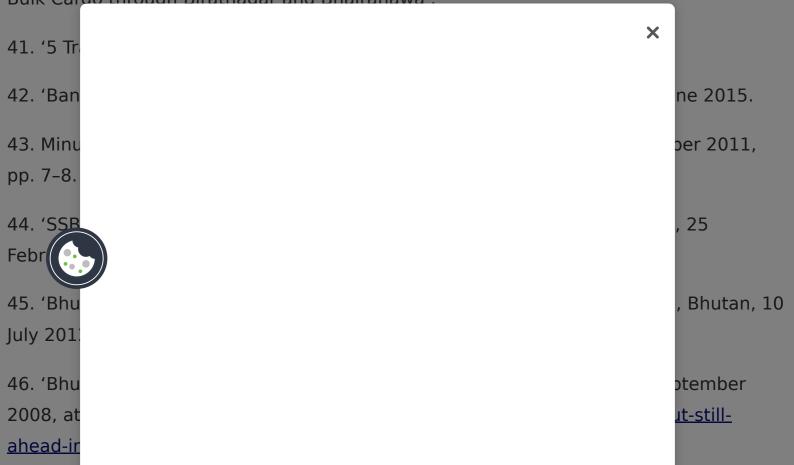
- 19. 'Land-locked countries and the expansion of international trade', The UN General Assembly, 1028 (XI), 20 February 1957.
- 20. Sita Shrestha, 'Nepal in the United Nations', in S.D. Muni, (ed.), Nepal: Assertive Monarchy, New Delhi: Chetna Publications, pp. 172–173.
- 21. Until the break-up of Pakistan in 1971, Nepal tried to use East Pakistan as a transit route as an alternative to India.
- 22. Shrestha, no. 20, p. 174.
- 23. S.D. Muni, India's Foreign Policy: The Democracy Dimension, Delhi: Foundation Books, 2009.
- 24. Parajulee, no. 16, p.183.
- 25. S.K. Jha, 'Policy towards India: Quest for Independence', in S.D. Muni, (ed.), Nepal: Assertive Monarchy, New Delhi: Chetna Publications, p. 216.
- 26. Parajulee, no. 16, p. 187.

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27. V.N. Nepal, Policy Reorientation Study on Transit Trade of Nepal, Policy Paper 20, Prepared for Economic Policy Network, Ministry of Finance, Government of Nepal,



- 33. Paras Kharel, 'Transit travails revisited', New Spotlight, Kathmandu, 6(13), 28 December 2012.
- 34. 'Shipments Delayed due to Double-lock System', Kantipur, Kathmandu, 9 August 2011.
- 35. Ibid.
- 36. 'India Holding Back Newsprint', The Hindu, 25 June 2010.
- 37. Keshab Poudel, 'Nepal-India Transit Treaty: Ministries Differ', New Spotlight, Kathmandu, 6(13), 28 December 2012.
- 38. For details, see Minutes of the IGC meeting, Kathmandu, 21–22 December 2013, Ministry of Commerce & Industry, Government of India.
- 39. 'India, Nepal amend bilateral transit treaty', Business Standard, 31 January 2014.
- 40. 'Operationization of Rail Transit through Singhabad to Rohanpur', 'Simplification in Modality for Traffic Movement between Nepal and Bangladesh through Kakarvitta to Banglabandha', 'Amendment to Treaty of Transit for the Movement of Traffic from/to Visakhapatnam Port to Nepal (by Road/by Rail)', 'Traffic in Transit via Nepal to India and Bulk Cargo through Biratnagar and Bhairahawa'.



- 47. The distance is taken from Google map. The actual distance by existing railway and road connection would be more due to the absence of direct communication links between the two sites.
- 48. For details, see Pratim R Bose, 'At a Crossroads on the Border with Nepal', Business Line, November 27, 2015.

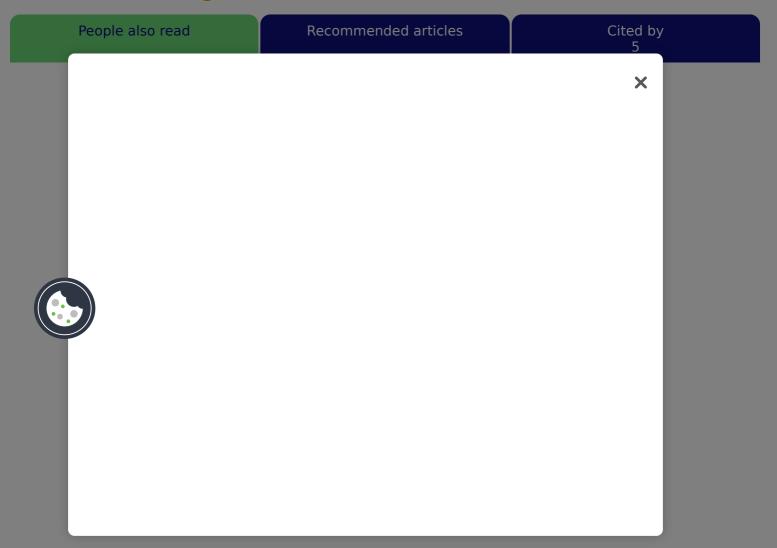
Additional information

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