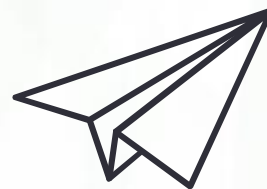


Integrated Check Posts Gateway to India



Land Ports Authority of India

Message from Our Chairman



Shri Aditya Mishra
Chairman (LPAI)

LPAI has been established as an authority to provide better administration and cohesive management of the cross-border movement of goods and passengers. LPAI is responsible for establishing, operating and managing Integrated Check Posts (ICPs) along the land borders of India. LPAI has nine operational ICPs providing facilities for cross border trade and passenger movement. LPAI further plans to develop new ICPs and upgrade existing Land Customs Stations (LCSs) to ICPs. A total of 67 LCS have been identified for upgradation to ICPs. These ICPs will help in enhancing regional trade and further the objectives of country's "Neighbour First" policy.

LPAI endeavours to create a comprehensive ecosystem at ICPs for efficient EXIM trade. LPAI has initiated program for digitalization of land ports and aims to integrate the same with existing information technology systems developed by customs for seamless information exchange. LPAI aims to establish a single window clearance system at ICPs to minimize the processing time for trade and passenger movement.

The nine functional ICPs catered to EXIM trade worth more than Rs 90,000 Cr and facilitated cross border movement of over 2.5 Lakh passengers in the year 2020-21. The traffic being handled at ICPs has been growing consistently and LPAI aims to further smoothen the operational processes to make ICPs preferred mode of cross border movement. LPAI is also working to enhance the safety and security infrastructure at ICPs and has taken several initiatives in that direction including strengthening of fire safety system, installation of state-of-the art Full Body Truck Scanners at major ICPs among others.

The "Gateway to India" magazine is an initiative to put together the key operational statistics of trade through ICPs and help in creating more awareness about land border trade.

Chairman LPAI assured in an event co-hosted by ICRIER & LPAI that-
LPAI is targeting to make all integrated check posts gender friendly in 3 years .
- ECONOMIC TIMES.

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About LPAI

Who we are

LPAI was established on 01st March 2012 under the LPAI act, 2010, to facilitate and manage the cross-border movement of persons and goods at designated entry and exit points on the international borders of India.

The Act provides LPAI to undertake the construction, management and maintenance of Integrated Check Posts (ICPs). ICPs house officials from multiple agencies involved in EXIM trade and cross border movement of passengers.

Our ambition

To provide regulatory and support functions under one roof in an integrated manner at several designated entry and exit points on the international borders of the country. Good border management is mandated by India's security concerns and, to this end, it is important to put in place systems, which address security concerns and imperatives while also facilitating trade and commerce.

Our purpose

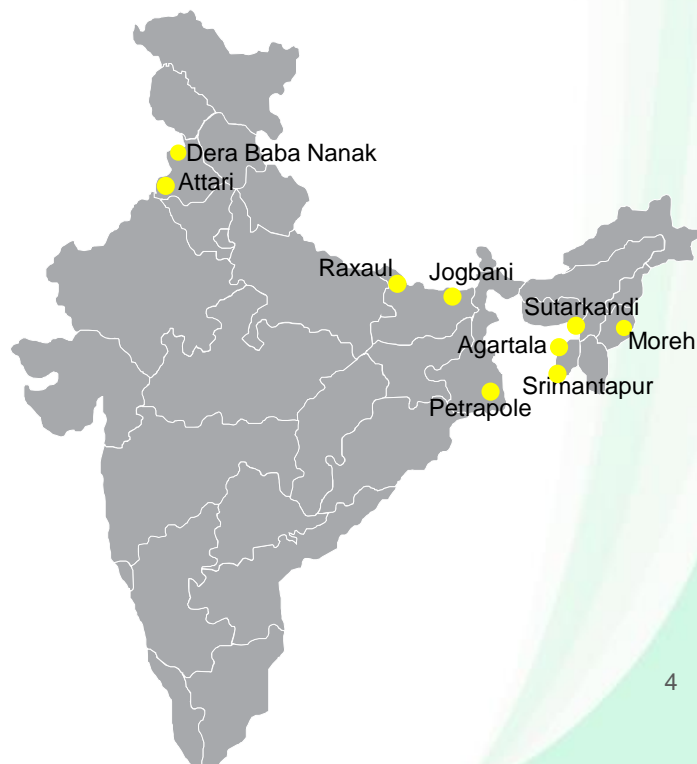
To establish Integrated Check Posts at entry and exit points on the international land borders of the country. These ICPs will work as sanitized zones in a single complex equipped with state-of-the-art modern facilities such as dedicated passenger and cargo terminals comprising adequate customs and immigration facilities, security and scanning equipment, health and quarantine facilities, passenger amenities like waiting areas, restaurants, restrooms, duty-free shops, parking, warehousing, container yards, offices of transport and logistics companies, and all related facilities like service stations and fuel stations.

Footprint

09 -Operational ICPs

14- Proposed ICPs

59- LPAI Workforce



Vision & Mission

Vision



- Increase & Promote Trade
- Generate employment
- Boost Investments & Opportunity
- Boost Travel & Tourism
- Enhance people to people contact
- Inter dependent neighbours
- Common market & economic union
- Bridge South East Asia

Mission



- Build land ports on India's borders
- Provide secure, seamless and efficient systems for cargo and passenger movement
- Reduce dwell time and trade transaction costs
- Promote regional trade and people-to-people contact
- Imbibe the best international practices

Formation of LPAI

- Committee of Secretaries recommended setting up of Integrated Check Posts, to house all the regulatory agencies
- Inter Ministerial Working Group recommended a Statutory Authority

Cabinet Committee on Security approved the setting up of LPAI and setting up of an Empowered Steering Committee as an interim arrangement

Establishment of LPAI for construction, management and maintenance of ICPs

2003

2005

2006

2010

2012

Committee of Secretaries recommended the report of the IMWG for setting up of the Land Ports Authority of India as Statutory Authority

Act passed for formation of Land Ports Authority of India

Key Functions of LPAI

- 1 Put in place systems to address security imperatives at ICPs
- 2 Provide Space and facilities to regulatory agencies; Customs, Immigration, Police, Health etc
- 3 Plan, construct and maintain roads, terminals and ancillary buildings
- 4 Establish and maintain warehouses, container depots and cargo complexes
- 5 Plan, procure, Install and maintain communication, security, handling and scanning equipment.
- 6 Arrange for postal, money exchange, insurance and telephone facilities
- 7 Co-ordinate and facilitate the working of agencies engaged at ICPs.

Operational Integrated Check Posts



Operational Integrated Check Posts - LPAI



**ATTARI
(PUNJAB)**

Border: Pakistan
Operational since: 13.04.2012



**AGARTALA
(TRIPURA)**

Border: Bangladesh
Operational since: 17.11.2013



**JOGBANI
(BIHAR)**

Border: Nepal
Operational since: 15.11.2016



**RAXAUL
(BIHAR)**

Border: Nepal
Operational since: 03.06.2016



**PETRAPOLE
(WEST BENGAL)**

Border: Bangladesh
Operational since: 12.02.2016



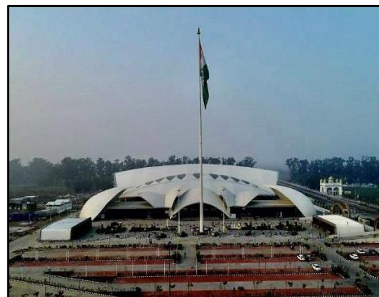
**MOREH
(MANIPUR)**

Border: Myanmar
Operational since: 15.03.2018



**SUTARKANDI
(ASSAM)**

Border: Bangladesh
Operational since: 07.09.2019



**DERA BABA NANAK
(PUNJAB)**

Border: Pakistan
Operational since: 09.11.2019



**SRIMANTAPUR
(TRIPURA)**

Border: Bangladesh
Operational since: 05.09.2020

Development of New ICPs

S. No	Location	State	Neighboring Country
1	Changrabandha	West Bengal	Bangladesh
2.	Ghojadanga	West Bengal	Bangladesh
3.	Mahadipur	West Bengal	Bangladesh
4.	Fulbari	West Bengal	Bangladesh
5.	Hili	West Bengal	Bangladesh
6.	Jaigaon	West Bengal	Bhutan
7.	Panitanki	West Bengal	Nepal
8.	Kawrpuchhuah	Mizoram	Bangladesh
9.	Banbasa	Uttarakhand	Nepal
10.	Bhitamore	Bihar	Nepal

Standalone approved ICPs

S. No	ICP	Approval Granted	Date of approval
1	Nischintapur	MHA	November 2021
2.	Dera baba Nanak	MHA	March 2020
3.	Sabroom	MHA	October 2020

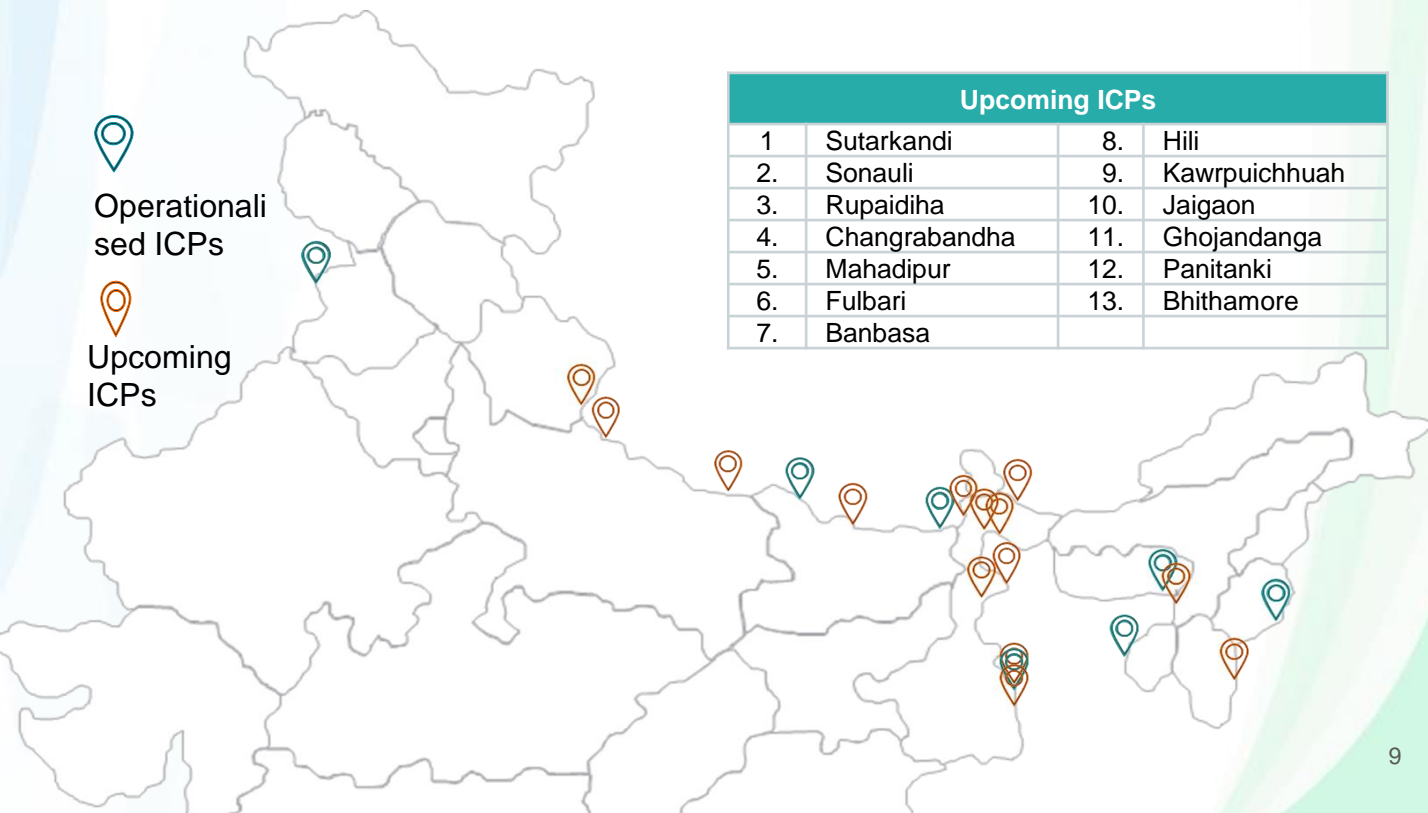
*The CCS approval of all the 13 ICPs was given on 17/12/2018



Operational ICPs



Upcoming ICPs



Upcoming ICPs

1	Sutarkandi	8.	Hili
2.	Sonauli	9.	Kawrpuchhuah
3.	Rupaidiha	10.	Jaigaon
4.	Changrabandha	11.	Ghojandanga
5.	Mahadipur	12.	Panitanki
6.	Fulbari	13.	Bhithamore
7.	Banbasa		

Development works at ICP

ICP Development Works

S. No	ICP	State	Border	Project Cost (INR Cr)	Financial Progress (INR Cr)	Physical Progress
1	Construction of PTB at Petrapole	West Bengal	Indo-Bangladesh	435.54	126.27	33%
2	Development of ICP at Rupaidiha	Uttar Pradesh	Indo-Nepal	148.78	77	49%
3	Construction of ICP at Dawki	Meghalaya	Indo-Bangladesh	71.88	23	28.35%

BGF Accommodation Work

S. No	ICP	State	Border	Project Cost (INR Cr)	Financial Progress (INR Cr)	Physical Progress
1	Jogbani	Bihar	Indo-Nepal	16.75	15.25	85%
2	Dawki	Meghalaya	Indo-Bangladesh	29.43	4.50	24%
3	Petrapole	West Bengal	Indo-Bangladesh	29.43	4.22	18%
4	Moreh	Manipur	Indo-Myanmar	31.96	6.6	7%
5	Agartala	Tripura	Indo-Bangladesh	20.79	Financial Bid opened and commercial bid is under process	
6	Raxaul	Bihar	Indo-Nepal	20.24	-	6%
7	Attari	Punjab	Indo-Pak	22.41	21.10	94%

Proposed Projects

Architectural & Design Consultancy and Land Acquisition

Sr.No	ICP	State	Border	Status
1	Development of ICP Sonauli	Uttar Pradesh	Indo-Nepal	Land Acquisition is in advance stage
2	Development of ICP Sutarkandi	Assam	Indo-Bangladesh	Project architect appointed for the preparation of Master Plan and designing the ICP.
3	Development of ICP Sabroom	Tripura	Indo-Bangladesh	Tender finalized for Appointment of Contractor. Mobilization Activities at site started. Boundary wall work is going on
4	Development of ICP at Bhithamore	Bihar	Indo-Nepal	Land Acquisition is in process and payments made to local DM office for land acquisition
5	Development of ICP at Kawrpuichhuah	Mizoram	Indo-Bangladesh	Consultant has prepared Master plan for ICP and designing the ICP. EFC Note has been prepared
6	Development of ICP at Nischintapur	Tripura	Indo-Bangladesh	Land Acquisition is under process
7	Development of ICP at Haldibari	West Bengal	Indo-Bangladesh	Consultant has prepared feasibility report and planned development of ICP in phase wise manner.

Proposed Projects



**Proposed Railway Station at Nischintapur,
Tripura
(India-Bangladesh Border)**

LPAI has already initiated the process for appointment of an architecture firm for preparing master plan for ICP Nischintapur

LPAI is in process of developing ICP Rupaidiha located at Bahraich, Uttar Pradesh adjoining Nepalgunj in Nepal & is expected to be completed by April 2022



**Proposed at ICP Rupaidiha, UP
(India-Nepal Border)**



**Proposed ICP at Dawki, Meghalaya
(India- Bangladesh Border)**

The proposal for development of the ICP Dawki has already been approved by MHA. The ongoing construction work is expected to be completed by May 2022

The process of acquisition of 46.78 hectares of land for development of the ICP is under progress.



**Main Entrance of ICP Sonauli, Uttar Pradesh
(India- Nepal Border)**

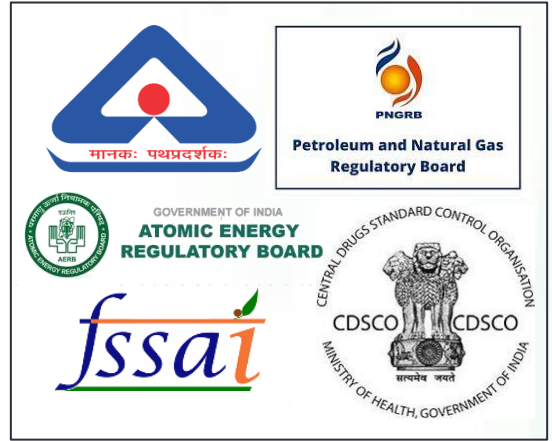
Our Stakeholders



Security



Standards Regulators



Transport



Developer



Inspecting Agencies



Immigration

Customs

Our Stakeholders

Logistics

Others



Logistics stakeholders include:

- ASSOCIATION DELHI
- Central Warehousing Corporation
- TCI**
LEADERS IN LOGISTICS
- Balmer Lawrie & Co. Ltd.**
(A Government of India Enterprise)



Other stakeholders include:

- WTO
- NITI Aayog
- WORLD CUSTOMS ORGANIZATION
ORGANISATION MONDIALE DES DOUANES
- FICCI
Federation of Indian Chambers of
Commerce and Industry
- NTUC
NATIONAL TRADE UNION CONGRESS
- ADB
ASIAN DEVELOPMENT BANK
- IIIT
INDIAN INSTITUTE OF FOREIGN TRADE
- SBI
- ICI
- citi

Infrastructure Facilities available at ICPs



Custom Processing Hall



Custom & Immigration Clearance Hall



Cargo & Passenger Terminal Building



Export & Import Warehouse



Foreign Currency Exchange Counter



Foreign Exchange Counters



Cold Storage



Quarantine Block



Port Health Unit



Parking Facility



Security & Surveillance



Weighbridge



Area For Loose Cargo



Electric Sub Station



Cafeteria



Rummaging Pits



Jatha Sheds



Toilet Block

Digital Transformation

Key Features – Land Port Management System

- LPAI is in the process of developing a **Land Port Management System** for Optimization of ICP Operations.
- It will be a Centralized Electronic Platform and facilitate end-to-end intelligent and secure exchange of information between public and private stakeholders to improve the competitive position of the land-port communities.

Registration

Single Registration Request for all Stakeholders
Document Upload, Alert and Communication

01

Slot Management

Advance planning for ICP slot booking based on resource availability and Vehicle Dwell Time Forecast

02

Gate Operations

Provision to capture shipment details, transport details & gate in/out transactions.
Provisions for integrating with FBTS

03

Business

Data Analytics & visibility on BI dashboards for all stakeholders.
Record shipment details of Cargo/container management

04

Custom Filing

Provisions to create Shipping Bill and BOE files with auto submit, online filing of customs clearance & EXIM Manifest

05

Unified Payment

Single PCS for payment of customs duty as well as cargo terminal charges for parking weighment etc.

06



Land Area: 120 acres
Project Cost :Rs.172 Cr

About ICP

India developed its first ICP at Attari along the international border between India and Pakistan, located at a distance of about 28 kms from the holy city of Amritsar. ICP Attari is a land port of great regional significance as Attari-Wagah is the only permissible land route allowed for trade between India and Pakistan. The ICP serves as an important port for importing goods from Afghanistan into India. The ICP is spread over a total area of 120 acres and has a direct access to National Highway-1.

Year	Trade (INR Cr)	Vehicle (No.)	Passenger (No.)
2017-18	4,148	48,193	80,314
2018-19	4,370	49,102	78,471
2019-20	2,772	6,655	78,675
2020-21	2,639	5,250	6,177

SN	Infrastructure Facilities
1	Customs and Immigration Hall
2	Cargo and Passenger Terminal Building
3	Export and Import Warehouse
4	Cold Storage
5	Quarantine Block and Port Health Unit
6	Parking Facility
7	Security & Surveillance

SN	Items of Import	SN	Items of Export
1	Soyabean	7	Dry Fruits
2	Chicken Feeds	8	Dry Dates
3	Vegetables	9	Gypsum
4	Red Chillies	10	Cement , Glass
5	Plastic Dana	11	Rock Salt
6	Plastic Yarn	12	Herbs

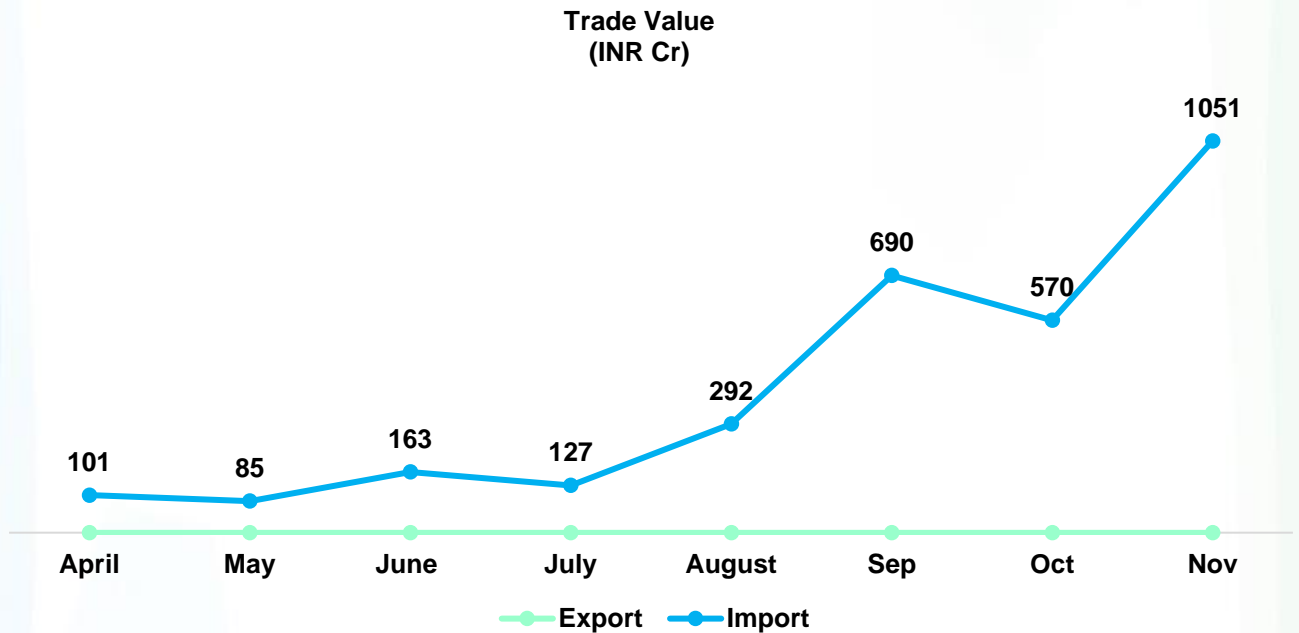
SN	Major Stakeholders at ICP
1	Land Ports Authority Of India
2	Customs
3	Bureau Of Immigration
4	Border Guarding Force (BSF)
5	Plant Quarantine
6	Human Quarantine

Brief Description -Trade

ICP Attari

The ICP is well equipped with all the infrastructure facilities to cater the requirement of passenger and trade movement. At its peak, ICP Attari handled trade value of more than Rs. 4000 crores in 2018-19. Trade has considerably slowed down since then owing to geo-political situation and impact of Covid-19.

Attari also serves as cargo terminal for third cargo from Afghanistan. There has also been an impact of political instability in Afghanistan however a trend reversal has happened in the past three months with average trade being over Rs. 500 Cr. during this period. The graph below illustrates the change in trade value in the current financial year from the month of April till November 2021.



The above trend can also be noticed in the movement of passengers, with more than eight times improvement in total passenger movement in the month of November over the previous month. The number of import vehicles has also almost doubled in the last month under consideration.

At present there is no export movement happening through ICP Attari. A summary of passenger and vehicle movement across the ICP is provided in the tables below.

Attari- Passenger (No.)			
Month	Outgoing	Incoming	Total
April	895	880	1,775
May	40	30	70
June	54	144	198
July	111	117	228
August	244	150	394
Sep	331	126	457
Oct	565	150	715
Nov	2,832	3,166	5,998

Attari- Vehicle (No.)			
Month	Export	Import	Total
April	-	101	101
May	-	85	85
June	-	163	163
July	-	127	127
August	-	292	292
Sep	-	690	690
Oct	-	570	570
Nov	-	1,051	1,051



About ICP

ICP Agartala is located at the Agartala-Akhaura border point along the international border between India and Bangladesh. This is the only ICP located in the vicinity of the capital city of the state of Tripura that too within the municipal area. ICP Agartala has the potential to be the gateway of India's corridor with South-East Asia and plays a significant role in strengthening of India-Bangladesh relationship.

Year	Trade (INR Cr)	Vehicle (No.)	Passenger (No.)
2017-18	235	10,995	1,61,117
2018-19	356	12,073	2,39,468
2019-20	585	13,371	3,28,153
2020-21	581	11,146	8,499

SN	Infrastructure Facilities	SN	Infrastructure Facilities
1	Passenger Terminal	7	BSF Lodging
2	Warehouses	8	Cargo building
3	Inspection Head	9	Warehouses
4	Health	10	Plant Quarantine
5	Loose Cargo Area	11	Parking Facility
6	100 Kw Solar Plant	12	Watch tower

SN	Major Stakeholders at ICP
1	Land Ports Authority Of India
2	Customs
3	Bureau Of Immigration
4	Border Security Force
5	Plant Quarantine
6	Animal Quarantine

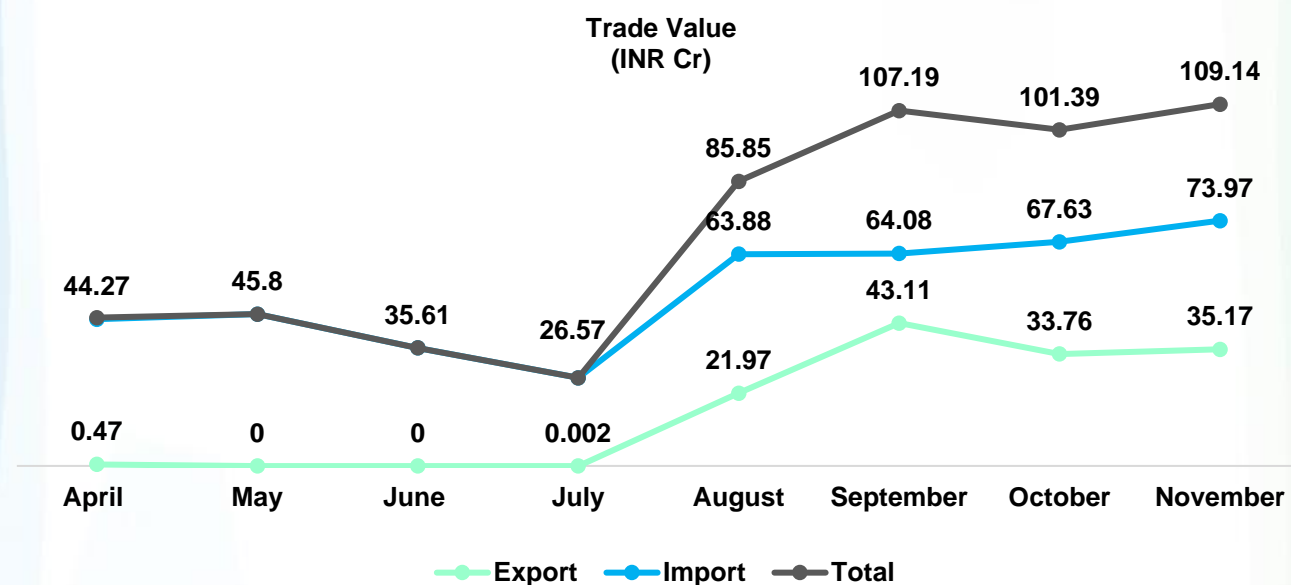
SN	Items of Import	SN	Items of Export
1	Crushed Stone	1	Dry Fish
2	Coal	2	Arjun Flower
3	Float Glass	3	Wheat
4	Cement	4	Rice
5	Fish & edible Oil		
6	TMT Bars		

Brief Description-Trade

ICP Agartala

ICP Agartala has an easy access to the Chittagong port of Bangladesh and plays an important role in enhancing bilateral trade with other South-east Asian countries. Bangladesh is now India's fifth-largest trading partner and approximately 75% of this trade takes place through the land. Enhanced trade through ICP on the India-Bangladesh border can unshackle the potential of northeast region. ICP Agartala can offer a potential solution for India's logistics challenges associated with "Chicken's neck" corridor.

The ICP Agartala has a very high movement of passengers across the border reaching its peak in the year 2019. The trade growth across the ICP has been impacted by the second wave of covid with trade flow reaching a bottom of Rs. 26.57 Crores in the month of July 2021. Since then it has witnessed a recovery and overall trade reached a value of Rs. 109 Crores in the month of November.



The period from April to July was heavily impacted from exports perspective due to the second wave of Covid-19 in India however the import were relatively stable during that period. Vehicle and passenger movement has also witnessed sustained growth since August 2021. A summary of vehicle and passenger movement through the ICP is provided in the tables below.

Agartala- Cargo Vehicle (No.)			
Month	Export	Import	Total
April	6	767	773
May	0	698	698
June	0	612	612
July	1	498	499
August	555	850	1,405
September	767	916	1,683
October	633	839	1,472
November	643	1,065	1,708

Agartala- Passenger Movement (No.)			
Month	Outgoing	Incoming	Total
April	573	1,007	1,580
May	210	271	481
June	787	387	1,174
July	467	627	1,094
August	954	1,331	2,285
September	2,449	2,316	4,765
October	3,598	3,763	7,361
November	3,995	4,244	8,239



About ICP

ICP Jogbani is located along the international border between India and Nepal, located at a distance of about 325 kms from the city of Patna. Jogbani (India) – Biratnagar (Nepal) is an important route for interchange of bilateral and third country trade between India and Nepal. The ICP was inaugurated by the then Hon'ble Home Minister Sh. Raj Nath Singh on 06.03.2019 and is spread across an area of 186 acres.

Year	Trade (INR Cr)	Vehicle (No.)	Passenger (No.)
2017-18	6,561	92,148	N.A
2018-19	8,519	65,232	N.A
2019-20	7,623	76,312	N.A
2020-21	7,270	92,912	2133

SN	Infrastructure at ICP	SN	Infrastructure at ICP
1	Passenger and Cargo Terminal	6	Port health unit
2	Weighbridges	7	Quarantine building
3	Inspection cum warehouse	8	Port Area
4	Dormitory building	9	CCTV Surveillance
5	Customs building	10	Public utilities block

SN	Items of Import	SN	Items of Export
1	PP woven fabrics	1	Iron & Steel
2	Mustard Oil Cake	2	Petroleum Products
3	Refined Oil(Soyabean)	3	Food grains
4	Jute Sacking Bag	4	Machinery & Parts
		5	Whealers/Tractors

SN	Major Stakeholders at ICP
1	Land Ports Authority Of India
2	Customs
3	Sashastra Seema Bal
4	Plant Quarantine

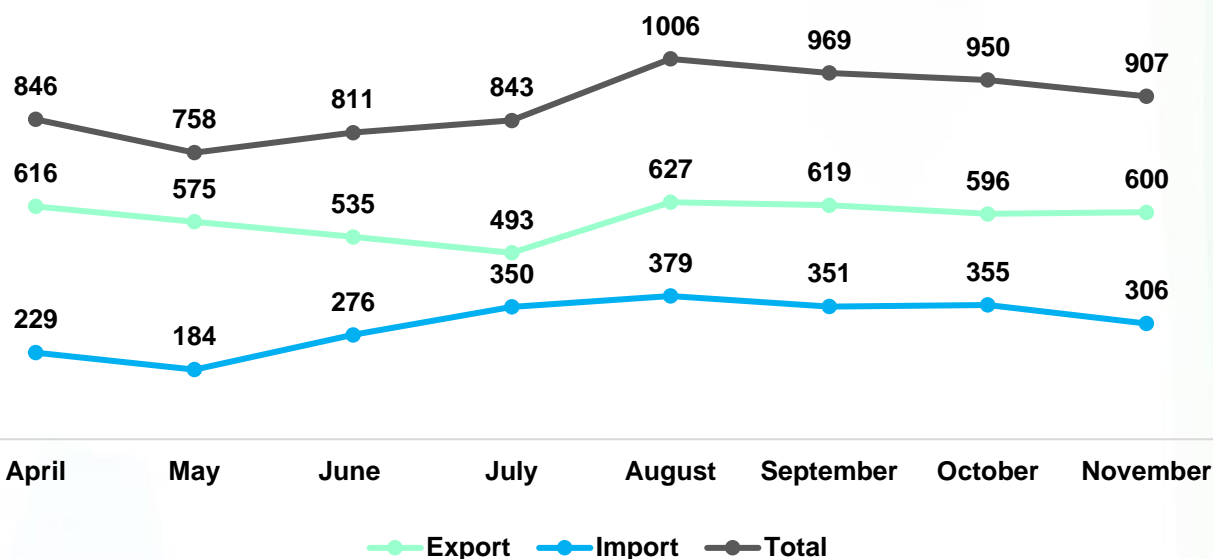
Brief Description - Trade

ICP Jogbani

The ICP has integrated three main border-related functions, that is, customs, immigration, and border security & facilitates the movement of both passenger & freight between the two countries. On the Nepal side, Biratnagar is the Nepal's 2nd largest revenue collecting check post (1st being at Birgunj in Nepal) and is expected to reduce the waiting & processing time significantly.

Adequate facilities for quarantine, amenities for drivers, passengers, and security personnel have also been created, along with a wastewater treatment plant. Large scale landscaping and tree plantation drive have been conducted to conserve and enhance the environment

Trade Value
(INR Cr)



Due to amicable bilateral relations with Nepal, India had significant trade through Nepal since the inception of the ICP and even during COVID-19, trade between the two countries through the ICP didn't dip as compared to others. The period from August to November has seen no passenger movement. A summary of vehicle and passenger movement through the ICP is provided in the tables below.

Jogbani- Cargo Vehicle (No.)				Jogbani- Passenger (No.)			
Month	Export	Import	Total	Month	Outgoing	Incoming	Total
April	8,288	1,261	9,549	April	0	595	595
May	7,555	1,033	8,588	May	0	1,011	1,011
June	6,912	1,333	8,245	June	0	407	407
July	6,976	1,658	8,634	July	0	120	120
August	7,367	1,861	9,228				
September	7,750	1,791	9,541				
October	7,571	1,786	9,357				
November	7,327	1,409	8,736				

The Passenger movement have been stopped post July-21.



Land Area: 3.51 acres
Project Cost : Rs. 150 Cr

About ICP

ICP Srimantapur is located along the international border between India and Bangladesh, located at a distance of about 4 kms from Sonamura Sub- Division town and 63 kms from the city of Agartala in Tripura. The ICP is located at just a distance of 8-10 kms from the Comilla district of the neighbouring country and thus makes it an extremely viable and cost-efficient route for trade between India and Bangladesh. The ICP Srimantapur terminal also has one floating jetty on the Gomati river which flows through Tripura and the district of Comilla in Bangladesh. With the opening of the floating jetty, Tripura has also joined the map of Inland Water Transport and this is expected to further boost India's trade with Bangladesh. The ICP is spread over 3.51 acres of land.

Year	Trade (INR Cr)	Vehicle (No.)	Passenger (No.)
2017-18	91.47	8,976	24,607
2018-19	96.41	7,955	52,848
2019-20	101.35	10,420	89,154
2020-21	81.72	5,714	10

SN	Infrastructure at ICP	SN	Infrastructure at ICP
1	Customs Hall	7	Port health unit
2	Customs & Immigration hall	8	Security & Surveillance
3	Cargo clearing Office	9	Weighbridge
4	Export & Import warehouse	10	Area for lose cargo
5	Passenger terminal building	11	Electric sub station
6	Quarantine Office		

SN	Items of Import	SN	Items of Export
1	Cement	1	Cumin
2	Steam Coal	2	Ginger
3	Fruit Drink	3	Wood Apple
4	Carbonated beverages	4	Tamarind
5	PVC pipes & tubes	5	Betel Leaf
6	Kitchen racks of Iron	6	Wheat
7	Agro plastic Net	7	Rice
8	Brick crusher		
9	Thrashing Machine		

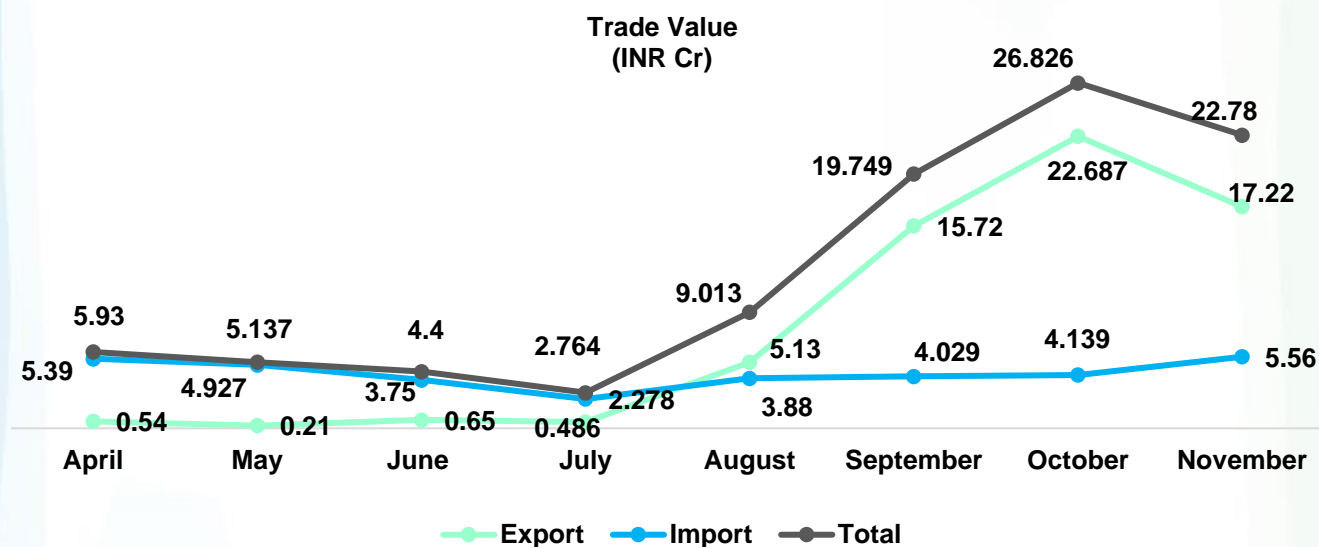
SN	Major Stakeholders at ICP
1	Land Ports Authority of India
2	Customs
3	Bureau of Immigration
4	Border Security Force
5	Plant Quarantine Department

Brief Description - Trade

ICP Srimantapur

Operationalized in December 2020, ICP Srimantapur has huge potential for trade and cross border movements due to its proximity to the Comilla district of Bangladesh. A trail run is being planned for transporting goods from Kolkata to Agartala via Chittagong port in Bangladesh. A new inland waterways protocol route on the Gomati river would connect Tripura with Daudkandi in Bangladesh.

The lower segment on the Gomati river between Sonamura and Daudkandi in Comilla district of Bangladesh has been nominated as a new protocol route and an agreement in this connection was signed between India and Bangladesh on May 20, 2020.



The second covid wave in India had a severe impact on trade at the ICP, however, the ICP has witnessed good recovery in trade flow in recent months. After the 2nd wave of COVID-19, the trade through the border has increased more than eight times. The month of October generated highest trade of value INR 26.8 Cr. A summary of vehicle and passenger movement through the ICP is provided in the tables below.

Srimantapur- Cargo Vehicle (No.)			
Month	Export	Import	Total
April	76	430	506
May	23	372	395
June	10	274	284
July	12	141	153
August	126	297	423
September	289	355	644
October	279	436	715
November	395	217	612

Srimantapur- Trade Value (INR Cr)			
Month	Export	Import	Total
April	0.54	5.39	5.93
May	0.21	4.927	5.137
June	0.65	3.75	4.4
July	0.486	2.278	2.764
August	5.13	3.88	9.013
September	15.72	4.029	19.749
October	22.687	4.139	26.826
November	17.22	5.56	22.78



About ICP

ICP Sutarkandi is located at a very strategic location which has a river (Kushiara) connectivity at Lakhi Bazar just 3 kms away from ICP and rail connectivity about 10 kms at Mahishasan- Kalaura route which is going to be developed soon. The nearest airport is Silchar which is about approximately 100 kms from ICP Sutarkandi. Two National Highways go through Sutarkandi-NH 151 (old) and NH 37 (new) in Bangladesh. With the opening of the floating jetty, Tripura has also joined the map of Inland Water Transport and this is expected to further boost India's trade with Bangladesh. The ICP is spread over 3.38 acres of land.

Year	Trade (INR Cr)	Vehicle (No.)	Passenger (No's)
2019-20	329.48	15,365	0
2020-21	237.65	8,534	614

SN	Infrastructure at ICP	SN	Infrastructure at ICP
1	Customs processing Hall	6	Canteen facility at BTC-I
2	Customs & Immigration hall	7	Weighbridges
3	Administrative Building	8	Area for loose cargo at BTC-II
4	Export & Import warehouse	9	Toilets blocks
5	Canteen for Staff		

SN	Items of Import	SN	Items of Export
1	Palm/Soya Oil	1	Limestone
2	Food Items	2	Orange
3	Soft Drinks	3	Pomegranate
4	Plastic	4	Grapes
5	Household goods	5	Apple
6	Waste Cotton	6	Coal

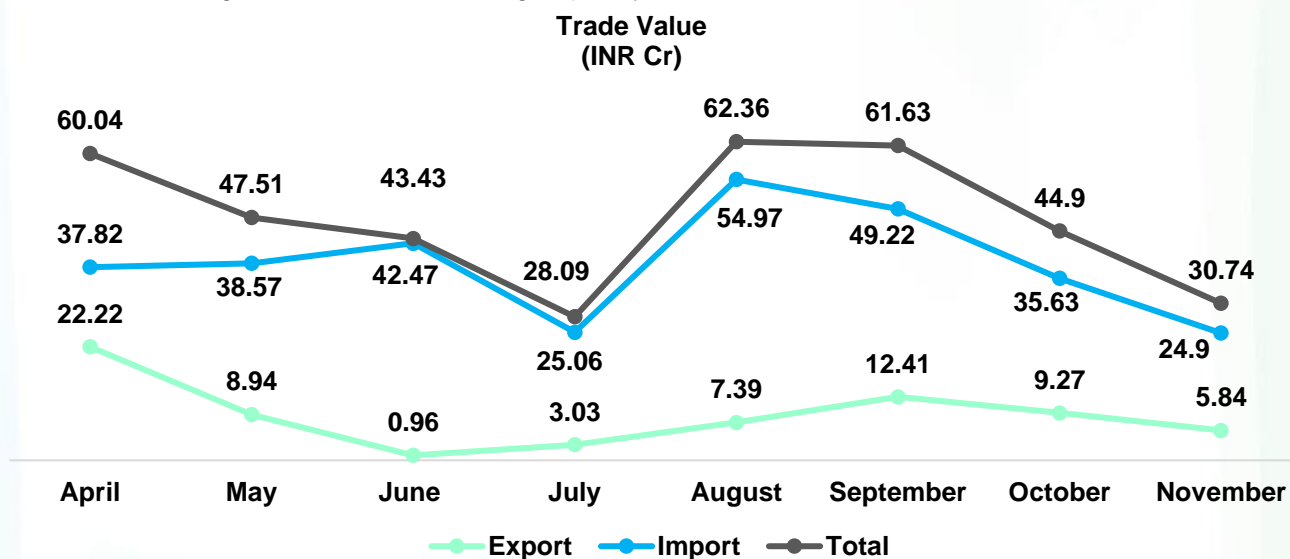
SN	Major Stakeholders at ICP
1	Land Ports Authority Of India
2	Customs
3	Bureau Of Immigration
4	Border Guarding Force

Brief Description - Trade

ICP Sutarkandi

The ICP Sutarkandi is just 14kms from Karimganj (Assam) via NH-37, which connects Sutarkandi with Karimganj and Sylhet-(Bangladesh) is further 48Kms away from Karimganj. The India–Bangladesh land border caters to 75 percent of the imports from and 50 percent of the exports to Bangladesh. Moreover, for the movement of people between the two countries, the land border is the preferred route. India and Bangladesh share strong trade and economic relations. Bangladesh is India's largest trading partner in South Asia and the bilateral trade between the two countries is worth US\$10 billion.

A masterplan for development of the ICP is underway which would enhance the ease of movement and augment its trade handling capacity.



Since its inception in 2019, Sutarkandi has turned out to be a revenue-generating ICP for LPAI. The trade through this ICP has been found highly resilient. The trade value rebound immediately after the second wave to its pre-COVID value. The month of November witnessed a dip in the trade value at INR 30.7 Cr.. However, the movement of cargo vehicles has increased significantly with November registering the highest vehicle movement post 2nd wave of COVID-19 at 3,278 vehicles. Summary of vehicle and passenger movement through the ICP is provided in the tables below.

Sutarkandi- Cargo Vehicle (No.)			
Month	Export	Import	Total
April	3,992	705	4,697
May	2,073	586	2,659
June	33	596	629
July	383	394	777
August	1,030	687	1,717
September	1,737	581	2,318
October	1,692	507	2,199
November	2,816	462	3,278

Sutarkandi – Trade Value (INR Cr)			
Month	Export	Import	Total
April	22.22	37.82	60.04
May	8.94	38.57	47.51
June	0.96	42.47	43.43
July	3.03	25.06	28.09
August	7.39	54.97	62.36
September	12.41	49.22	61.63
October	9.27	35.63	44.9
November	5.84	24.9	30.74



Land Area: 234.88 acres
Project Cost : Rs. 139.31 Cr.

About ICP

ICP Raxaul is located along the international border between India and Nepal, located at a distance of about 230 kms from the city of Patna. Raxaul (India) – Birgunj (Nepal) is the most important route for interchange of bilateral and third country trade between India and Nepal. ICP Raxaul is located at a distance of approx. 5 kms from Railways Station, Raxaul. Spread over a total area of 235.33 acres, the ICP was developed at a construction cost of Rs.139.31 crores.

Year	Trade (INR Cr)	Vehicle (No.)
2017-18	19,624	1,26,631
2018-19	25,199	1,26,912
2019-20	23,405	1,48,630
2020-21	22,099	1,62,577

SN	Items of Import	SN	items of Export
1	Metal Scrap	1	Petroleum Products
2	Beverages	2	Iron & Steel
3	PP Woven	3	Motor Vehicle
4	Refined Palmolein	4	Machine & Machinery Parts
5	Lead	5	Medicine
6	Dabur Products	6	Rice & Food Grains

SN	Infrastructure at ICP	SN	Infrastructure at ICP
1	Customs & Immigration Hall	8	Isolation Bay
2	Public Utilities Block	9	Cafeteria
3	Cargo Terminal Building	10	Electronic weigh bridges
4	Export & Import warehouse	11	Cold Storage Area
5	Rummaging Shed	12	Parking Area
6	Fumigation Area	13	SBI ATM
7	Quarantine block		

SN	Major Stakeholders at ICP
1	Land Ports Authority Of India
2	Customs
3	Bureau Of Immigration
5	Sashastra Seema Bal
6	Plant Quarantine

ICP Raxaul

The ICP operationalised in 2016 has been one of the most successful ICP in terms of revenue for the LPAI. The creation of advanced cross-border logistics and infrastructure facilities over the last few years has resulted in increased connectivity between India and Nepal. It has also helped in realising the shared pursuit of stronger and mutually beneficial, economic and people-to-people trade ties between India and Nepal.

ICP Raxaul has helped Nepal overcome the challenges of being a land-locked country through efficient movement of trade. The proximity of ICP Raxaul with Raxaul railway station has helped it become an important junction in the connectivity with ports in Western India as well as eastern India leading up to Bangladesh and Myanmar. It is clear that the new state driven logistical vision has fundamentally affected ways in which Raxaul has become a border transit town.

Raxaul has been instrumental in facilitating trade between India and Nepal, including third country imports to Nepal since its inception. The trade flow has witnessed gradual increase since the inception of the ICP. The impact of COVID-19 on trade between the two countries through the ICP was not very significant. Post second wave, the movement of cargo vehicles have been on an increase with September recording a high of 21,880 vehicle movements. A summary of vehicle and passenger movement through the ICP is provided in the tables below.

Month	Raxaul- Cargo Vehicle (No.)		Total
	Export	Import	
April	17,490	1,974	19,464
May	13,524	1,883	15,407
June	11,871	2,054	13,925
July	14,157	2,577	16,734
August	16,299	2,911	19,210
September	18,816	3,064	21,880
October	16,673	2,872	19,545
November	15,261	2,001	17,262

At present the city of Raxaul harbours both the ICP and old land customs station for movement of passengers and goods. The accessibility of Raxaul Railway station from the old LCS and absence of proper connectivity to the ICP is restricting the shift of entire trade to the ICP.

Friendly relations between India and Nepal allows for multiple entry and exit points for passengers from both the country hence there is very limited movement of passengers through the passenger terminal of the ICP.

LPAI is working to increase the trade handling capacity of the ICP and have initiated measures such as development of additional parking, development of railway siding through the ICP among others.



Land Area : 100.78 acres
Project Cost : Rs. 142 Cr.

About ICP

The largest land port in South Asia, ICP Petrapole is located along the international border between India and Bangladesh, at a distance of about 80 kms from the city of Kolkata. Petrapole (India)-Benapole (Bangladesh) is an important land border crossing for India-Bangladesh both in terms of trade and passenger movement. Nearly 70 percent of bilateral trade between India and Bangladesh takes place through ICP Petrapole. Since its operationalization in February 2016, the ICP has been witnessing an increasing number of passenger movement with an average of 22 lakh people crossing the border post on either sides each year.

Year	Trade (INR Cr)	Vehicle (No.)	Passenger (No.)
2017-18	18,799	1,46,571	26,63,069
2018-19	21,380	1,63,555	23,54,962
2019-20	20,605	1,54,568	24,76,191
2020-21	15,771	1,06,334	1,94,530

SN	Items of Import	SN	Items of Export
1	Garments	1	Cotton Fabric
2	Cotton Rags	2	Chassis
3	Briefcase& Bags	3	Raw Cotton
4	Jute Yarn	4	Steel/Iron
5	Hydrogen Peroxide	5	Chemical/Dyes
6	Jute Cloth	6	Synthetic Fabric
7	Lead	7	2/4 Wheelers
8	Caustic Soda Flakes	8	Machinery/parts
9	Sacking Bag & Footwear	9	Cereals
			P/Books & Papers

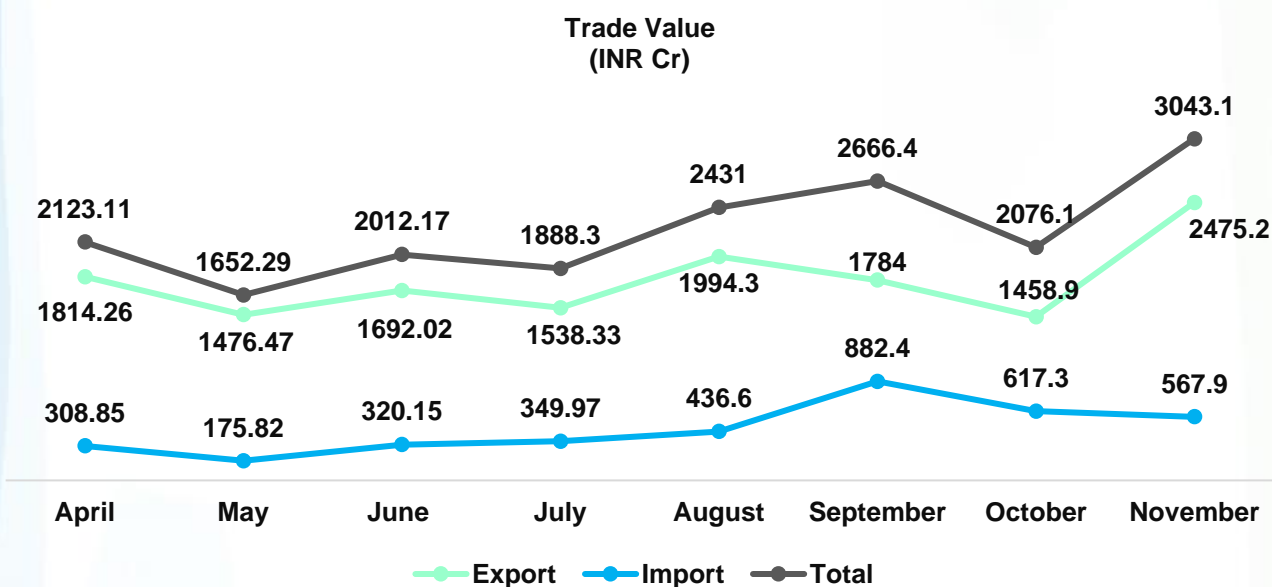
SN	Infrastructure Facility at ICP	SN	Infrastructure Facility at ICP
1	Passenger Terminal Building	4	Public Health Office
2	Cargo Terminal	5	Driver Restroom
3	Export & Import Inspection warehouse	6	Watch Tower
4	Quarantine Block	7	Public Utilities Block

SN	Major Stakeholders at ICP
1	Land Ports Authority of India
2	Customs
3	Bureau Of Immigration
4	Border Guarding Force
5	Plant Quarantine
6	Animal Quarantine

Brief Description - Trade

ICP Petrapole

The ICP Petrapole, the largest land port in South Asia, is the most important port for passengers coming from Bangladesh. It is also the 9th largest international immigration port of India, handling about 23 lakh passengers annually. Built by the Land Ports Authority of India, the Passenger Terminal Building (I) is spread across an area of 1,305 Sqm and is designed to handle around 550 passengers at any point of time. The PTB (I) will facilitate smooth and comfortable movement of passengers and is equipped with facilities such as Immigration, Customs and Security under one roof. The Terminal Building is also equipped with 32 immigration counters, 4 customs counters, 8 security counters and has adequate office spaces for allied stakeholders. LPAI constructed a new state-of-the-art Passenger Terminal Building (II) at ICP Petrapole which is planned to cater to half a million handling capacity.



The trade through this ICP has been gradually increasing since its inception. It has been resilient to the second wave of the pandemic with no significant dip in the traded value. Post July, a substantial increase in the freight movement has been witnessed. The month of November has seen the highest passenger movement at 43,127 passengers moving through this ICP and highest traded value in this FY at 3,043 Cr. Summary of vehicle and passenger movement through the ICP is provided in the tables below.

Petrapole- Cargo Vehicle (No.)			
Month	Export	Import	Total
April	9,992	2,337	12,329
May	8,336	1,287	9,623
June	9,565	2,732	12,297
July	7,533	2,810	10,343
August	9,279	3,299	12,578
September	8,865	5,613	14,478
October	6,961	4,539	11,500
November	10,007	4,504	14,511

Petrapole- Passenger Movement (No.)			
Month	Outgoing	Incoming	Total
April	14,183	10,409	24,592
May	3,415	566	3,981
June	1,772	981	2,753
July	1,236	1,070	2,306
August	1,739	3,820	5,559
September	9,027	15,007	24,034
October	18,012	22,638	40,650
November	20,573	22,554	43,127



About ICP

ICP Moreh is located along the international border between India and Myanmar, located at a distance of about 110 kms from the city of Imphal. Given its strategic location, ICP Moreh has the advantage of acting as India's Gateway to the East through the Moreh-Tamu border point, which is presently the only feasible land route for trade between India and Myanmar and other South East Asian Countries. It is situated along the proposed 1,360 kms long India-Myanmar-Thailand Trilateral Highway. Spread over a total area of 45.66 acres.

Year	Trade (INR Cr)	Vehicle (No.)	Passenger (No.)
2017-18	0.43	0	1,227
2018-19	3.07	0	10,079
2019-20	355.52	113	16,357
2020-21	11.72	72	560

SN	Infrastructure facilities at ICP	SN	Infrastructure facilities at ICP
1	Medical Service	7	Conference hall
2	Customs & Immigration hall	8	Snacks counter
3	Foreign currency exchange counter	9	Sewage Treatment Plan
4	Duty Free shops	10	Free shuttle service
5	Electric Sub stations	11	Weighbridges
6	CCTV Surveillance	12	Plant & animal quarantine

SN	Major Stakeholders at ICP
1	Land Ports Authority Of India
2	Customs
3	Bureau Of Immigration
4	Port Health Department
5	Assam Rifles

SN	Items of Export	SN	Items of Import
1	Bitumen	1	Cement
2	Sports Shoe		
3	Automobile Spare Parts		
4	Smoking Pipe Glass		
5	HSD Oil		



About ICP

The ICP of the Kartarpur Corridor at Dera Baba Nanak, Gurdaspur in Punjab was inaugurated by the honorable Prime Minister Narendra Modi on 9th November 2019.

The ICP check post at Dera Baba Nanak is intended to facilitate Indian pilgrims visit to the Gurudwara Kartarpur Sahib in Pakistan. On 24th October 2019, India had signed the Agreement with Pakistan on the modalities for operationalisation of the Kartarpur Sahib Corridor at Zero Point, International Boundary, Dera Baba Nanak. A state-of-the-art passenger terminal building has been constructed on 15 acres of land. The fully airconditioned building, akin to an airport, has over 50 immigration counters for facilitating about 5,000 pilgrims a day. It has all the necessary public amenities such as kiosks, washrooms, child care, first aid medical facilities, prayer room and snacks counters inside main building.

SN	Infrastructure facilities at ICP	SN	Infrastructure facilities at ICP
1	Passenger Terminal Building	6	Immigration System
2	Waiting Room	7	Utility Buildings
3	Centralized cooling system	8	Foreign currency exchange counter
4	ATM facility	9	Custom counter
5	Washrooms	10	Food courts

SN	Major Stakeholders at ICP
1	Land Ports Authority Of India
2	Customs
3	Bureau Of Immigration
4	Border Guarding Force
5	Plant Quarantine
6	Human Quarantine

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