



# Land Customs Station Evaluation Report

Volume 1 of 2

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## Abstract

Land Ports Authority of India (LPAI) envisions to provide state-of-the-art infrastructure to facilitate trade and travel. To achieve its mission to build secure land ports on India's borders and to develop seamless and efficient systems for cargo and passenger movement, in order to reduce time and transaction costs, LPAI plans to upgrade Land Customs Stations (LCS) into Integrated Check Post (ICP) in a selective and phased manner.

EY has been engaged by LPAI to carry out a detailed study of LCS, Immigration Check Post (ImCP) and Border Trade Center (BTC) (hereinafter called the "LCS" for purpose of evaluation study) for upgradation to ICP.

The study has been undertaken to evaluate LCS on eight key indicators based on Export & Import, Connectivity, International Treaties & Agreements, Immigration, Infrastructure availability, Industry & Market, Region and Tourism.

The study has shortlisted LCS for upgradation to ICP and has proposed prioritized development for these LCS along with the requisite/infrastructure.

## Keywords

Border Trade Centre (BTC), Cross Border Trade, Export, Immigration, Immigration Check Post, Import, Integrated Check Post (ICP), Land Custom Station (LCS), Land Port Authority of India (LPAI), Treaties and Agreements

## Acknowledgements

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## List of Abbreviations

Abbreviations	Description
AH	Asian Highway
APTA	Asia Pacific Trade Agreement
ASEAN	Associated Southeast Asian Nations
BBIN MVA	Bangladesh Bhutan India Nepal Motor Vehicle Agreement
BIMSTEC	Bay of Bengal Initiative for Multi Sectoral and Economic Cooperation
BOI	Bureau of Immigration
BTC	Border Trade Centre
°C	Centigrade
CAGR	Compound Annual Growth Rate
DoNER	Ministry of Development of North Eastern Region
DPR	Detailed Project Report
EDI	Electronic Data Interchange
EY	Ernst and Young LLP
°F	Fahrenheit
FBTS	Full Body Truck Scanner
FSSAI	Food Safety and Standards Authority of India
FTA	Free Trade Agreement
GBP	British Pound Sterling
GDP	Gross Domestic Product
Gol	Government of India
GSDP	Gross State Domestic Product
HDI	Human Development Index
ICD	Inland Container Depot
ICP	Integrated Check Post
ImCP	Immigration Check Post
INR	Indian Rupee



Abbreviations	Description
LCS	Land Customs Station
LPAI	Land Ports Authority of India
NER	North Eastern Region
NH	National Highway
NITI Aayog	National Institution for Transforming India, Aayog
NW	National Waterway
PIWTT	Protocol for Inland Water Trade and Transit
PIB	Press Information Bureau
RTA	Regional Trade Agreement
SAARC	South Asian Association for Regional Cooperation
SAFTA	South Asian Free Trade Area
SASEC	South Asia Sub-regional Economic Cooperation
SEZ	Special Economic Zone
SH	State Highway
TAR	Trans Asian Railway
USD	United States Dollar

## Units

Unit of measurement	Multiplication unit	Converted unit of measurement
1 kilometre	1,000	1000 meter (m)
INR 1 Lacs	1,00,000	INR 1,00,000
INR 1 Crore	1,00,00,000	INR 1,00,00,000
1 USD	75.3	INR 75.3
1 Euro	83.1	INR 83.1
1 GBP	93.5	INR 93.5
INR 1	1.1	1.1 Bangladeshi Taka (BDT)
INR 1	0.1	0.1 Chinese Yuan (Yuan)
INR 1	1	1 Bhutanese ngultrum (BTN)
INR 1	18.1	18.1 Burmese Kyat (MMK)
INR 1	1.6	1.6 Nepalese Rupee (NPR)

Unit of measurement	Multiplication unit	Converted unit of measurement
INR 1	2.2	2.2 Pakistani Rupee (PKR)
1°C	$(1^{\circ}\text{C} \times 9/5) + 32$	33.8°F



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## Executive Summary

India is one of the fastest-growing major economies in the world with GDP growth of 4.2% in 2019. Although COVID-19 pandemic had a major downward impact on its growth (projected to contract by 4.5% in 2020), India's path to recovery is estimated to be fast and its GDP is projected to grow at 6% in 2021.<sup>1</sup> Trade contributed over 40%<sup>2</sup> of the GDP of India in 2019 against world average of 60%. There is significant opportunity for India to boost its trade, especially export performance. This is particularly true for the country's trade to South Asian Region.

India's North and North-Eastern regions are well connected through land to other South Asian and South-East Asian countries namely Nepal, Bangladesh, Bhutan, Myanmar, Pakistan, Afghanistan<sup>3</sup> and China thus increasing its potential to enhance trade via land.

The LPAI is responsible for creating, upgrading, maintaining and managing border infrastructure in India. To utilize cross border trade opportunity, LPAI has taken an initiative to increase trade from land by upgrading existing LCS and checkpoints to ICP.

Upgradation of LCS will help improve cross border relations through deeper people-to-people contacts and a reduction in informal and illegal trading, besides boosting the border relations and livelihood of population in border regions in respective countries.

LPAI also intends to address the deficits in confidence and trust by reinforcing and upgrading the border infrastructure for secure movement of passenger and cargo. This will enable recapturing the economic and cultural relationships and reducing incentives for revenue leakage activities etc.<sup>4</sup>

Upgradation of land border infrastructure and equipping them with superior passenger terminals, waiting area etc. along with digital interventions will enhance the passenger experience in cross border land movement. This initiative may result in fostering the tourism and travel industry.

To conduct a detailed study for LCS and checkpoints across India for their upgradation to ICP, a three-pronged methodology was followed by EY to evaluate LCS:

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<sup>1</sup> [IMF World Economic Outlook Update](#), June 2020

<sup>2</sup> [World Bank Databank](#), 2020

<sup>3</sup> India share approx. 106 kms long border with Afghanistan in the Jammu & Kashmir State (Pakistan Occupied Kashmir Region) -Annual Report 2019 (Ministry of Home Affairs)

<sup>4</sup> Kathuria, Sanjay. 2018. [A Glass Half Full](#): The Promise of Regional Trade in South Asia. South Asia Development Forum; Washington, DC: World Bank.

1. **Identification of 20** broad parameters which impact feasibility of LCS to be upgraded into ICP
2. **Evaluation** methodology was devised for each parameter to evaluate the performance of LCS on that parameter
3. **Validation through** field survey and desk research was conducted to validate the performance of the LCS on the selected parameters.

In the identification stage, EY conducted an extensive research and deliberated with stakeholders at LPAI and subject matter experts to identify parameters that can impact feasibility of LCS upgradation. Thereafter, 20 parameters were shortlisted for evaluation of LCS to be upgraded into ICP.

As part of the evaluation, a methodology was devised for every parameter. Each LCS was allotted a score corresponding to 20 parameters.

The evaluation was further refined in validation stage where field visit of 17 LCS was done and online interaction with 24 LCS officials was conducted. Based on field visits and interactions with LCS officials, certain common improvement areas were identified across majority of LCS. Those include the following:

- ▶ Limited internet connectivity for proper functioning of EDI system,
- ▶ LCS operating from the rented office with insufficient amenities,
- ▶ Unavailability of warehouse / storage facility at the LCS,
- ▶ Unavailability of the weighbridge at the LCS, resulting in revenue leakages,
- ▶ Limited surveillance/CCTVs at the LCS,
- ▶ Absence of plant and animal quarantine facility at the LCS,
- ▶ Absence of designated banks in close vicinity of LCS to deposit Government revenue,
- ▶ Insufficient parking space at the LCS, etc.

Based on the above insights for surveyed LCS, evaluation of each LCS was assessed and revalidated.

To find the overall performance of each LCS, 20 parameters were clubbed into eight indicators containing themes on Export & Import, Connectivity, Immigration, International Treaties & Agreements, Infrastructure availability, Industry & Market, Region and Tourism.

The top performing LCS on these indicators were categorized into:

- ▶ **Phases A to C:** according to the priority of development, with phase A being accorded highest priority

- **Stages:** within the phasing category, LCS were categorized into stages of development (large or medium or small in terms of infrastructure required) after undertaking field/desk survey of a sample of LCS

Based on above categorization, 26 LCS were placed in phase A, followed by 22 LCS in phase B and 18 LCS in phase C. All the LCS of Phase A, Phase B and Phase C are proposed to be developed in a period of 10 years.

Currently, average total trade and CAGR (2016 to 2019) from 66 LCS is worth approximately INR 5,480 crore and 16% respectively. Out of this, trade from phase A LCS contributes INR 5,042 crore worth of trade (92% of trade from 66 LCS), phase B LCS contributes INR 384 crore worth of trade (7% of trade from 66 LCS) and phase C INR 54 crore worth of trade (1% of trade from 66 LCS). Trade is surplus with 90% of the export and 10% import.

Development of ICP in North-East Region (NER) will play an important role in improving connectivity between India and South Asia as also Southeast Asia. Regional schemes like Bangladesh, Bhutan, India, Nepal Motor Vehicles Agreement (BBIN MVA), Kaladan Multi-Modal Transit Transport Project and others intend to promote safe, economical and efficient transport in the region. It will also help in creating an institutional mechanism for regional integration and promote a mutually beneficial social development fabric<sup>5</sup>. To utilize this opportunity, more than 40% (29 out of 66) of the shortlisted LCS are in North-Eastern Region. Among them, 15 are proposed for upgradation in phase A to boost cross border trade with Bangladesh, Bhutan and Myanmar.

The estimated cost of development of a large sized LCS is INR 100-150 crores, medium sized LCS is INR 60-90 crores and small sized LCS is INR 25-50 crores

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<sup>5</sup> LPAI Connect: In-house Newsletter of LPAI



Figure 1: Phase-Stage LCS matrix

<b>Phase A</b> Total: 26	<b>Large (14)</b> Bangladesh: 1 ▶ Gede Railway Station Bhutan: 2 ▶ Darranga ▶ Hatisar Nepal: 3 ▶ Barhni ▶ Gauriphanta ▶ Bairgania Total: 6	<b>Medium (19)</b> Bangladesh: 5 ▶ Barsora ▶ Dhubri Steamer Ghat ▶ Muhurighat ▶ Nischintapur Railway Station ▶ Shella Bazar Bhutan: 1 ▶ Chamurchi Myanmar: 2 ▶ Zorinpui ▶ Zokhawthar Nepal: 2 ▶ Jayanagar ▶ Khunwa Total: 10	<b>Small (33)</b> Bangladesh: 5 ▶ Dalu ▶ Kailashahar ▶ Mankachar ▶ Old Ragna Bazar ▶ Singabad Railway Station Myanmar: 1 ▶ Nampong Bhutan: 2 ▶ Birpara ▶ Rangapani Nepal: 2 ▶ Bhimnagar ▶ Galgalia Total: 10
	Bangladesh: 5 ▶ Bholaganj ▶ Ghasuapara ▶ Golakganj ▶ Hemnagar ▶ Khowaighat Nepal: 2 ▶ Sonabarsa ▶ Thoothibari Total: 7	Bangladesh: 4 ▶ Dhailaghat ▶ Haldibari Railway Station ▶ Mahendraganj ▶ Radhikapur Railway Station Nepal: 2 ▶ Laukaha ▶ Pipraun Total: 6	Bangladesh: 3 ▶ Baghmara ▶ Balat ▶ Kalachar Bhutan: 1 ▶ Looksan Nepal: 5 ▶ Dharchula ▶ Jhulaghat ▶ Kakrawah ▶ Sikta ▶ Valmikinagar Total: 9
	Pakistan: 1 ▶ Attari Railway Station Total: 1	Bhutan: 1 ▶ Nagarkata China: 1 ▶ Sherathang (Nathu La) Nepal: 1 ▶ Jarwa Total: 3	Bangladesh: 1 ▶ Demagiri China: 2 ▶ Village Namgaya ▶ Garbyang Myanmar: 2 ▶ Avangkhu ▶ Longwa Nepal: 2 ▶ Sukhia Pokhari ▶ Kunaili Bhutan: 2 ▶ Kulkuli ▶ Ultapani Pakistan: 5 ▶ Adoosa ▶ Chakan-Da-Bagh ▶ Hussainiwala ▶ Munabao Railway station ▶ Teetwal Total: 14

## 1. Introduction

India is one of the fastest-growing major economies in the world with GDP growth of 4.2% in 2019. Although COVID 19 pandemic had a major downward impact on its growth (projected to contract by 4.5% in 2020), India's recovery path is estimated to be fast and its GDP is projected to grow at 6% in 2021.<sup>6</sup>

Trade contributed over 40%<sup>7</sup> of the GDP of India in 2019 against world average of 60%. There is significant opportunity for India to boost its trade, especially export performance. This is particularly true for the country's trade to South Asian Region.

India's North and North-Eastern regions are well connected through land to other South Asian and South-East Asian countries namely Nepal, Bangladesh, Bhutan, Myanmar, Pakistan, Afghanistan<sup>8</sup> and China thus increasing its potential to enhance trade via land.

The LPAI is responsible for creating, upgrading, maintaining and managing border infrastructure in India. To utilize cross border trade opportunity, LPAI has taken an initiative to increase trade from land by upgrading existing LCS and checkpoints to ICP.

One of the major functions of LPAI is to develop and maintain ICP. An ICP acts as an integrated facility for trade facilitation and passenger movement which includes large parking spaces, warehouses for cargo handling, passenger terminals for immigration as well as public utilities and conveniences.

LPAI has developed nine operational ICP which accounts for approximately 65<sup>9</sup>% of the current level of the cross-border land trade. This indicates that an integrated trade facility at border increases the efficiency in terms of time, cost and ease of trade. ICP houses all the regulatory agencies together with supporting infrastructure in a single modern facility as prevalent at airports and seaports. ICP's improve coordination with diverse stakeholders responsible for trade and passenger movement and improve bilateral relations with neighboring countries.

For instance, ICP Raxaul on India-Nepal border was made operational in the year 2016 and post that it has witnessed an exponential growth in CAGR (2016-2019) from 6% to 31%. At ICP Raxaul trade increased from a value of INR 8,561 crore in

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<sup>6</sup> [IMF World Economic Outlook Update](#), June 2020

<sup>7</sup> [World Bank Databank](#), 2020

<sup>8</sup> India share approx. 106 Kms long border with Afghanistan in the Jammu & Kashmir State (Pakistan Occupied Kashmir Region) -Annual Report 2019-Ministry of Home Affairs

<sup>9</sup> Ministry of Commerce

2015-16 to INR 25,200 CR in 2018-2019<sup>10</sup>. ICP has not only impacted trade but also throughput of the passenger movement. LCS Agartala was commissioned as an ICP in the year 2013 and post that it has witnessed an eight-fold growth in the passenger immigration numbers from 27,172 (Year 2013-14) to 2,39,468 (Year 2018-19)<sup>11</sup>.

Recognition of the pivotal role of integrated infrastructure at cross borders by the Central Government has also resulted in LPAI taking initiative for upgradation of the existing LCS to ICP.

For this, LPAI has appointed EY as the consultant. EY has undertaken a detailed study of all the existing LCS on various parameters and accordingly prepared a road map for LCS to be upgraded as ICP.

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<sup>10</sup> [LPAI Website](#)

<sup>11</sup> [LPAI Website](#)



# Methodology



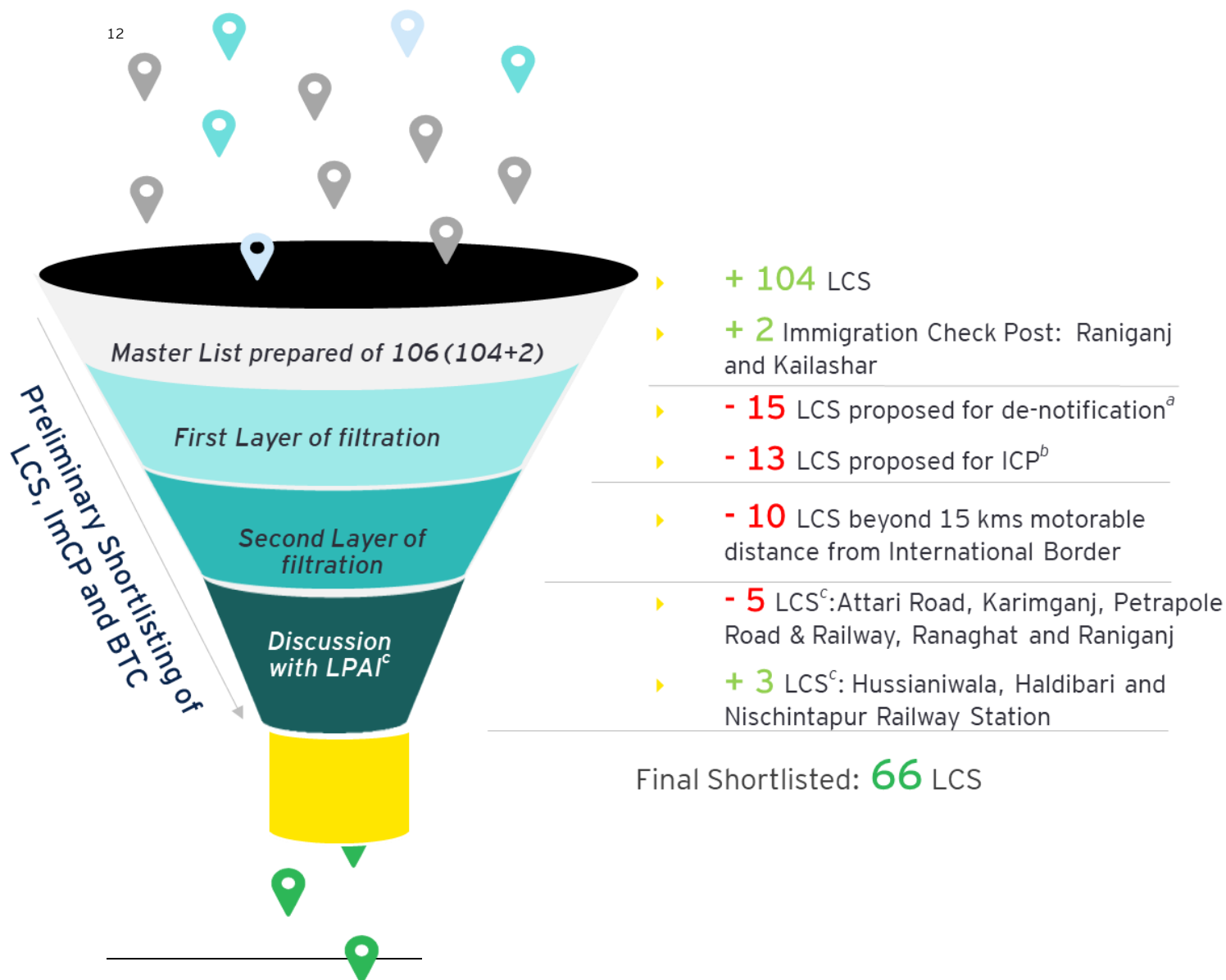


## 2.1 Methodology for preliminary shortlisting

A robust methodology was devised to obtain best results for this study. To evaluate the LCS, to begin with, a comprehensive list of all LCS was collated. The comprehensive list comprised of all LCS in India, including Immigration Check Posts and Border Trade Centers in India.

Data and information provided by LPAI was then leveraged for preliminary shortlisting of LCS to be evaluated for upgradation into ICP. After discussion with LPAI, below mentioned cited criteria was adopted for initial shortlisting:

Figure 2: Methodology for shortlisting of LCS



<sup>12</sup> <sup>a</sup>LCS proposed for de-notification as per letter no: 11020/9/2012/Pet-BM-II/ICP

<sup>b</sup>LCS proposed for ICP: [LPAI website](#) and discussion with stakeholder at LPAI (Sabroom)

<sup>c</sup>Note: Attari Road and Petrapole Road & Railway are existing ICP Attari and Petrapole respectively

Karimganj is in proximity of Sutarkandi, which is proposed ICP

Ranaghat Railway Station: same line as Gede Railway station which is the border railway station

Raniganj is in proximity of Panitanki (Phase II ICP)

## 2.1.1 List of LCS in India

### Colour Legend

	Criteria 1: Proposed for de-notification (as per PM of CBIC)
	Criteria 2: Proposed for development of ICP by LPAI
	Criteria 3: Proximity to border (Beyond 15kms of international border)
	Shortlisted LCS for evaluation study

Table below depicts master list of 107 (104 LCS, 2 ImCP and 1 proposed rail route for cross border trade and passenger movement) LCS in India captured for the purpose of this report.

Table 1: Master list of LCS in India

S. No	LCS	District	State	Bordering Country	Type
1	Dhubri Steamer Ghat	Dhubri	Assam	Bangladesh	LCS
2	Golakganj	Dhubri	Assam	Bangladesh	LCS
3	Guwahati	Kamrup Metropolitan	Assam	Bangladesh	LCS
4	Karimganj	Karimganj	Assam	Bangladesh	LCS, ImCP
5	Mahisasan Railway station	Karimganj	Assam	Bangladesh	LCS
6	Mankachar	South Salmara	Assam	Bangladesh	LCS, ImCP
7	Silchar RMS	Cachar	Assam	Bangladesh	LCS
8	Silghat	Nagaon	Assam	Bangladesh	LCS
9	Kathihar Railway Station	Kathihar	Bihar	Bangladesh	LCS
10	Baghmara	South Garo Hills	Meghalaya	Bangladesh	LCS
11	Balat	East Khasi Hills	Meghalaya	Bangladesh	LCS
12	Barsora	West Khasi Hills	Meghalaya	Bangladesh	LCS, BTC
13	Bolanganj	East Khasi Hills	Meghalaya	Bangladesh	LCS
14	Dalu	West Garo Hills	Meghalaya	Bangladesh	LCS, ImCP
15	Ghasuapara	South Garo Hills	Meghalaya	Bangladesh	LCS
16	Kalachar	West Garo Hills	Meghalaya	Bangladesh	LCS
17	Mahendraganj	West Garo Hills	Meghalaya	Bangladesh	LCS
18	Ryngku	East Khasi Hills	Meghalaya	Bangladesh	LCS
19	Shella Bazar	West Khasi Hills	Meghalaya	Bangladesh	LCS
20	Demagiri	Lunglei	Mizoram	Bangladesh	LCS, BTC
21	Kawrpuchhuah	Lunglei	Mizoram	Bangladesh	LCS, ImCP
22	Dhalaighat	Dhalai	Tripura	Bangladesh	LCS, ImCP
23	Kailashahar	Unakoti	Tripura	Bangladesh	Immigration Check Post
24	Khowaighat	Khowai	Tripura	Bangladesh	LCS, ImCP
25	Manu (Kailasahar subdivision)	Unakoti	Tripura	Bangladesh	LCS

S. No	LCS	District	State	Bordering Country	Type
26	Muhurighat	South Tripura	Tripura	Bangladesh	LCS, ImCP
27	Nischintapur Railway Station	West Tripura	Tripura	Bangladesh	Rail Route (potential LCS)
28	Old Raghna Bazar	North Tripura	Tripura	Bangladesh	LCS, ImCP
29	Sabroom	South Tripura	Tripura	Bangladesh	LCS, ImCP
30	Budge Budge	South 24 Parganas	West Bengal	Bangladesh	LCS
31	Changrabandha	Cooch Behar	West Bengal	Bangladesh	LCS, ImCP
32	Chitpur Railway Station and Dhaniaghat River Station	Kashipur	West Bengal	Bangladesh	LCS
33	Dhulian	Murshidabad	West Bengal	Bangladesh	LCS
34	Gede Railway Station	Nadia	West Bengal	Bangladesh	LCS, ImCP
35	Ghojadanga	North 24 Parganas	West Bengal	Bangladesh	LCS, ImCP, BTC
36	Gitaldah Road	North Chotanagpur	West Bengal	Bangladesh	LCS
37	Haldibari	Cooch Behar	West Bengal	Bangladesh	LCS
38	Hasimara Railway Station	Alipurduar	West Bengal	Bangladesh	LCS
39	Hemnagar	North 24 Parganas	West Bengal	Bangladesh	LCS
40	Hilli (West)	Dakshin Dinajpur	West Bengal	Bangladesh	LCS, ImCP
41	Hingalganj	North 24 Parganas	West Bengal	Bangladesh	LCS
42	Jagannathghat Streamer Station and Rajaghat	Kolkata	West Bengal	Bangladesh	LCS
43	Lalgola town	Murshidabad District	West Bengal	Bangladesh	LCS, ImCP
44	Mahadipur	Malda	West Bengal	Bangladesh	LCS, ImCP
45	Namkhana	South 24 Parganas	West Bengal	Bangladesh	LCS
46	Petrapole Road and Railway Station	North 24 Parganas	West Bengal	Bangladesh	LCS
47	Fulbari	Jalpaiguri	West Bengal	Bangladesh	LCS, ImCP
48	Radhikapur Railway Station	Uttar Dinajpur	West Bengal	Bangladesh	LCS, ImCP, BTC

S. No	LCS	District	State	Bordering Country	Type
49	Ranaghat Railway Station	Nadia	West Bengal	Bangladesh	LCS
50	Singabad Railway Station	Malda	West Bengal	Bangladesh	LCS
51	T.T shed	Khidirpur	West Bengal	Bangladesh	LCS
52	Darranga	Baksa	Assam	Bhutan	LCS
53	Hatar	Chirang	Assam	Bhutan	LCS, BTC
54	Rangapani (Kamarswisa)	Baksa	Assam	Bhutan	LCS
55	Birpara	Jalpaiguri	West Bengal	Bhutan	LCS
56	Chamurchi	Jalpaiguri	West Bengal	Bhutan	LCS
57	Jaigaon	Alipurduar	West Bengal	Bhutan	LCS, ImCP
58	Kulkuli	Jalpaiguri	West Bengal	Bhutan	LCS
59	Looksan	Jalpaiguri	West Bengal	Bhutan	LCS
60	Nagarkata	Jalpaiguri	West Bengal	Bhutan	LCS
61	Ultapani	Kokrajhar	Assam	Bhutan	LCS
62	Garbyang	Pithoragarh	Uttarakhand	China	LCS
63	Village Namgaya	Kinnaur	Himachal Pradesh	China	LCS
64	Sherathang	East Sikkim	Sikkim	China	LCS
65	Nampong	Changlang	Arunachal Pradesh	Myanmar	LCS
66	Zokhawthar	Champhai	Mizoram	Myanmar	LCS, ImCP, BTC
67	Zorinpui	Lawngtlai	Mizoram	Myanmar	LCS, ImCP
68	Avangkhu	Phek	Nagaland	Myanmar	LCS, BTC
69	Longwa	Mon	Nagaland	Myanmar	LCS, BTC
70	Bairganja	Sitamarhi	Bihar	Nepal	LCS
71	Bhimnagar	Supaul	Bihar	Nepal	LCS
72	Bhithamore	Sitamarhi	Bihar	Nepal	LCS
73	Galgolia	Krishanganj	Bihar	Nepal	LCS
74	Kunaili	Supaul	Bihar	Nepal	LCS
75	Laukaha	Madhubani	Bihar	Nepal	LCS
76	Sonabarsa	Sitamarhi	Bihar	Nepal	LCS
77	Pipraun	Madhubani	Bihar	Nepal	LCS
78	Sikta	West Champaran	Bihar	Nepal	LCS
79	Valmikinagar	West Champaran	Bihar	Nepal	LCS
80	Barhni	Siddharthnagar	Uttar Pradesh	Nepal	LCS









S. No	LCS	District	State	Bordering Country	Type
81	Gauriphanta	Lakhimpur Kheri	Uttar Pradesh	Nepal	LCS, ImCP
82	Jarwa	Balrampur	Uttar Pradesh	Nepal	LCS
83	Kakrawah	Siddharthnagar	Uttar Pradesh	Nepal	LCS
84	Katarniaghat	Bahraich	Uttar Pradesh	Nepal	LCS
85	Khunwa	Siddharthnagar	Uttar Pradesh	Nepal	LCS
86	Sunauli	Maharajganj	Uttar Pradesh	Nepal	LCS, ImCP
87	Rupadiha	Bahraich	Uttar Pradesh	Nepal	LCS
88	Thoothibari	Maharajganj	Uttar Pradesh	Nepal	LCS
89	Tikonia	Lakhimpur Kheri	Uttar Pradesh	Nepal	LCS
90	Banbasa	Champawat	Uttarakhand	Nepal	LCS, ImCP
91	Dharchula	Pithoragarh	Uttarakhand	Nepal	LCS
92	Jhulaghat	Pithoragarh	Uttarakhand	Nepal	LCS
93	Jayanagar	Madhubani	Bihar	Nepal	LCS
94	Panitanki	Darjeeling	West Bengal	Nepal	LCS
95	Sukhia Pokhari	Darjeeling	West Bengal	Nepal	LCS
96	Raniganj	Darjeeling	West Bengal	Nepal	Immigration Check Post
97	Delhi railway station	Delhi	Delhi	Pakistan	LCS
98	Adoosa	Baramulla	Jammu & Kashmir	Pakistan	LCS
99	Chakan-Da-Bagh	Punch	Jammu & Kashmir	Pakistan	LCS
100	Salamabad	Baramullah	Jammu & Kashmir	Pakistan	LCS
101	Teetwal	Kupwara	Jammu & Kashmir	Pakistan	LCS
102	Amritsar railway station	Amritsar	Punjab	Pakistan	LCS
103	Attari railway station	Amritsar	Punjab	Pakistan	LCS, ImCP
104	Attari road	Amritsar	Punjab	Pakistan	LCS, ImCP
105	Hussainiwala	Ferozepur	Punjab	Pakistan	LCS
106	Barmer railway station	Barmer	Rajasthan	Pakistan	LCS
107	Munabao Railway Station	Barmer	Rajasthan	Pakistan	LCS, ImCP

## 2.1.2 Preliminary shortlisted LCS for evaluation study

<sup>13</sup>Table below depicts the shortlisted LCS for evaluation study with respective bordering country

Figure 3: List of LCS shortlisted for evaluation study with respective bordering countries

Bangladesh	Bhutan	Nepal	Myanmar
			
<ul style="list-style-type: none"> <li>▶ Dhubri Steamer Ghat</li> <li>▶ Golakganj</li> <li>▶ Mankachar</li> <li>▶ Baghmara</li> <li>▶ Balat</li> <li>▶ Barsora</li> <li>▶ Bholaganj</li> <li>▶ Dalu</li> <li>▶ Ghasuapara</li> <li>▶ Kalachar</li> <li>▶ Mahendraganj</li> <li>▶ Shella Bazar</li> <li>▶ Demagiri</li> <li>▶ Dhalaighat</li> <li>▶ Kailashahar</li> <li>▶ Khowaighat</li> <li>▶ Muhurighat</li> <li>▶ Nischintapur Railway Station</li> <li>▶ Old Raghna Bazar</li> <li>▶ Gede Railway Station</li> <li>▶ Haldibari</li> <li>▶ Hemnagar</li> <li>▶ Radhikapur Railway Station</li> <li>▶ Singabad Railway Station</li> </ul>	<ul style="list-style-type: none"> <li>▶ Darranga</li> <li>▶ Hatisar</li> <li>▶ Rangapani (Kamarswisa)</li> <li>▶ Birpara</li> <li>▶ Chamurchi</li> <li>▶ Kulkuli</li> <li>▶ Looksan</li> <li>▶ Nagarkata</li> <li>▶ Ultapani</li> </ul>	<ul style="list-style-type: none"> <li>▶ Bairgania</li> <li>▶ Bhimnagar</li> <li>▶ Galgalia</li> <li>▶ Kunaili</li> <li>▶ Laukaha</li> <li>▶ Pipraun</li> <li>▶ Sikta</li> <li>▶ Sonabarsa</li> <li>▶ Valmikinagar</li> <li>▶ Barhni</li> <li>▶ Gauriphanta</li> <li>▶ Jarwa</li> <li>▶ Kakrawah</li> <li>▶ Khunwa</li> <li>▶ Thoothibai</li> <li>▶ Dharchula</li> <li>▶ Jhulaghat</li> <li>▶ Jayanagar</li> <li>▶ Sukhia Pokhari</li> </ul>	<ul style="list-style-type: none"> <li>▶ Nampong</li> <li>▶ Zokhawthar</li> <li>▶ Zorinpui</li> <li>▶ Avangkhu</li> <li>▶ Longwa</li> </ul>
	China		Pakistan
			
	<ul style="list-style-type: none"> <li>▶ Garbyang</li> <li>▶ Village Namgaya Shipkila</li> <li>▶ Sherathang (Nathu La)</li> </ul>		<ul style="list-style-type: none"> <li>▶ Adoosa</li> <li>▶ Chakan-Da-Bagh</li> <li>▶ Teetwal</li> <li>▶ Attari railway station</li> <li>▶ Hussainiwala</li> <li>▶ Munabao Railway Station</li> </ul>

<sup>13</sup> Map are indicative and do not show to actual scale

## 2.2 Methodology considered for evaluation study

A three-step methodology was followed for evaluation of LCS, which consists of:

1. **Identification:** Identifying parameters which impact feasibility of LCS to be upgraded into ICP.
2. **Evaluation:** Evaluating the performance of each LCS on identified parameters using a scoring methodology.
3. **Validation:** Validating the performance of LCS through field survey and desk survey.

### 2.2.1 Identification

EY conducted an extensive desk research, it included referring to Inter-Ministerial Notes / Letters / Minutes of Meeting, notifications from Bureau of Immigration and deliberation with stakeholders at LPAI as well as subject matter experts to identify parameters that can impact feasibility of LCS upgradation.

#### 2.2.1.1 Inter-Ministerial Notes / Letters / Minutes of Meeting

EY studied all the Inter-Ministerial Letters / Notifications / Minutes of Meetings received by LPAI which were relevant to this assignment. Following is the brief description of the relevant identified letters:

<b>Title</b>	Action points/themes to enhance Economic, Trade and Financial cooperation with the BIMSTEC countries.																												
<b>From</b>	Ministry of Home Affairs BM-II																												
<b>Date</b>	7 <sup>th</sup> January 2020																												
<b>Number</b>	2/35/2018-BM-II/ICP																												
<b>Description</b>	<p>69 LCS, proposed to be converted to ICP with the grant from the 15<sup>th</sup> Finance Commission, should be taken up as soon as possible with the priorities worked out in consultation with the Ministry of Commerce CBEC. It was also suggested that counter-part facilities on the neighboring countries side should also be developed in parallel. Coordination with neighboring countries and MEA funds should be used in this regard if neighboring countries do not have similar projects within the timeframe envisaged for development of ICP.</p> <p>The list of LCS is as follows:</p> <table> <tr> <td>Adoosa</td><td>Darranga</td><td>Hassimara</td><td>Kunaili</td><td>Salamabad</td></tr> <tr> <td>Baghmara</td><td>Demagiri</td><td>Hatar</td><td>Lalgola Town</td><td>Shella Bazar</td></tr> <tr> <td>Bairgania</td><td>Dhalaighat</td><td>Hemnagar</td><td>Laukaha</td><td>Sherathang</td></tr> <tr> <td>Balat</td><td>Dharchula</td><td>Hingalganj</td><td>Looksan</td><td>Shipkila</td></tr> <tr> <td>Barhni</td><td>Dhulian</td><td>Hussainwala</td><td>Mahendraganj</td><td>Silghat</td></tr> </table>				Adoosa	Darranga	Hassimara	Kunaili	Salamabad	Baghmara	Demagiri	Hatar	Lalgola Town	Shella Bazar	Bairgania	Dhalaighat	Hemnagar	Laukaha	Sherathang	Balat	Dharchula	Hingalganj	Looksan	Shipkila	Barhni	Dhulian	Hussainwala	Mahendraganj	Silghat
Adoosa	Darranga	Hassimara	Kunaili	Salamabad																									
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Barhni	Dhulian	Hussainwala	Mahendraganj	Silghat																									

Title		Action points/themes to enhance Economic, Trade and Financial cooperation with the BIMSTEC countries.		
Barsora	Fulbari	Jarwa	Mahu	Singabad Railway Station
Bhimnagar	Galgalia	Jayanagar	Mankachar	Sonabarsa
Bhitamore	Gauriphanta	Jhulaghat	Muhurighat	Srimantapur
Bholaganj	Gede Railway Station	Kalachar	Nagarkata	Sukhia Pokhari
Budge Budge	Ghasuapara	Katarniaghat	Nampong	Tikonia
Chakan-Da-Bagh	Gitaldah Road	Kathihaar	Old Raghna Bazar	Toothibai
Chamurchi	Golakganj	Khowaighat	Ranaghat Railway Station	Ultapani
Changrabandha	Garbyang	Khunwa	Ryngku	Zokhawthar
Dalu	Haldibari	Kulkuli	Sabroom	

Title	Minutes of meeting held under chairmanship of Special Secretary, Niti Aayog to discuss trade related issues, LCS, ICP
Date	11 <sup>th</sup> June 2019
Description	Niti Aayog proposed 11 ICP's in the North East Region for the overall development of the NER as a part of the Act East Policy. These comprise of: Sabroom, Zokhawthar, Nampong, Raghna Bazar, Sherathang (Nathula Pass), Borsora, Shellabazar, Mahendraganj, Longwa (Mon District), Hatisar and Mahishasna

Title	Government of Arunachal Pradesh's proposal to open ICP at Nampong Indo-Myanmar Border
From	Ministry of Home Affairs (Originally DO Letter from Hon'ble Minister of Industries, Skill Development, Textile & Handicrafts, Trade & Commerce, Govt. of Arunachal Pradesh)
Date	9 <sup>th</sup> January 2020
Number	2/3/2020-BM-II/ICP
Description	State Govt. is keen to take up development of border trade with Myanmar through Pangsau Pass (Nampong). Reopening trade through Pangsau Pass (Nampong) would greatly improve the trade relations between India and Myanmar, benefit the local populace of both countries and it may, in future, also serve as the gateway to the Southeast Asian Countries. State Govt. has agreed to provide adequate land for setting up of an ICP at Pangsau Pass (Nampong),

<b>Title</b>	<b>Government of Arunachal Pradesh's proposal to open ICP at Nampong Indo-Myanmar Border</b>
	Changlang District, Arunachal Pradesh

<b>Title</b>	<b>Steering Committee to monitor the progress of 37 Infrastructure Projects held under the Chairmanship of Secretary Border Management, Ministry of Home Affairs</b>
<b>From</b>	Department of Border Management
<b>Date</b>	20 <sup>th</sup> February 2020 11 <sup>th</sup> September 2020
<b>Number</b>	OPS-22011/94/ICP/2018-9703-04 17014/62/2020-BM-VI
<b>Description</b>	
<p>Post the Inter-Ministerial meeting held with M/o DoNER on 3.12.2019, it is understood that LCS at Zokhawthar may be explored subject to proper road connectivity from Zokhawthar to Aizwal. And upgradation of bridge at Rih-Zokhawthar, LCS at this location may be considered for upgradation due to the repeated references made by the Government of Mizoram.</p> <p>Under Project Sl. No. 18 of National Security Council Secretariat (NSCS), <b>Zowkhathar</b> (Mizoram) which connects Rhi (Myanmar), can prove to be an effective channel, and requires development of a trading center and warehouse.</p>	

<b>Title</b>	<b>Movement of Personal Vehicles under India-Nepal Motor Vehicle Agreement</b>														
<b>From</b>	Under Secretary GoI, Ministry of Road Transport and Highways														
<b>Date</b>	27 <sup>th</sup> August 2020														
<b>Number</b>	IC-11016/1/2020														
<b>Description</b>															
<p>Ministry of Road Transport and Highways floated draft protocol for movement of personal vehicles under India-Nepal Motor Vehicle Agreement for perusal and comments.</p> <p>Protocol operationalizes the movement of personal vehicles for regulation of passenger traffics form 27 entry/exit points at Indo-Nepal Border. Following are the entry exit points:</p> <table> <tr> <td>1) Bairania</td><td>15) Katarniaghat</td></tr> <tr> <td>2) Valmikinagar</td><td>16) Khunwa</td></tr> <tr> <td>3) Banbasa</td><td>17) Kunauli</td></tr> <tr> <td>4) Barhni</td><td>18) Laukaha</td></tr> <tr> <td>5) Bhimnagar</td><td>19) Nepalgunj Road</td></tr> <tr> <td>6) Bhitamore</td><td>20) Panitanki</td></tr> <tr> <td>7) Dharchula</td><td>21) Pipraun</td></tr> </table>		1) Bairania	15) Katarniaghat	2) Valmikinagar	16) Khunwa	3) Banbasa	17) Kunauli	4) Barhni	18) Laukaha	5) Bhimnagar	19) Nepalgunj Road	6) Bhitamore	20) Panitanki	7) Dharchula	21) Pipraun
1) Bairania	15) Katarniaghat														
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6) Bhitamore	20) Panitanki														
7) Dharchula	21) Pipraun														

Title	Movement of Personal Vehicles under India-Nepal Motor Vehicle Agreement	
	8) Galgalia	22) Raxual (ICP)
	9) Gauriphanta	23) Sikta
	10) Jarwa	24) Sonabarsa
	11) Jayanagar	25) Sonauli
	12) Jhulaghat	26) Thoothibari
	13) Jogbani	27) Tikonja
	14) Kakrawah	

Title	Proposal for upgradation of LCS into ICP 1.Barsora South West Khasi Hills 2.Shella Bazar East Khasi Hills 3.Mahendraganj South West Garo Hills
From	Commissioner, Commerce and Industries Department & Secretary of the Govt. of Meghalaya
Date	28 <sup>th</sup> January 2020
Number	IND.125/2007/PT/259
Description	Under the Chairmanship of the Special Secretary, NITI Aayog held a meeting on 11.06.2019 and in the 23 <sup>rd</sup> meeting of LPAI (18.12.2019), emphasis was upon creating ICP with all amenities in the North Eastern States to ease trade with East Asian countries.  Govt. of Meghalaya requests the upgradation of LCS Barsora, Shella Bazar and Mahendraganj into full-fledged ICP.

Title	Proposal for Upgradation of LCS at Dalu, West Garo Hills District into Integrated Check Post (ICP)
From	Commissioner, Commerce and Industries Department & Secretary of the Govt. of Meghalaya
Date	24 <sup>th</sup> February 2020
Number	No.IND.125/2007/161
Description	In continuation of IND.125/2007/PT/259 from Govt. of Meghalaya, they have also raised a Proposal for Upgradation of LCS at <b>Dalu</b> , West Garo Hills District into Integrated Check Post (ICP).



<b>Title</b>	<b>Construction of ICP at Daudhara check post</b>
<b>From</b>	Deputy Secretary, Industries and Commerce Department, Government of Assam
<b>Date</b>	19 <sup>th</sup> September 2020
<b>Number</b>	104/2020/5
<b>Description</b>	
<p>Government of Assam requested LPAI for construction of ICP at Daudhara subject to feasibility. Daudhara is at Indo-Bhutan Border opposite to Nganglam ICP Gate of Bhutan.</p> <p>If found suitable, department may intimate requirement of land and logistics for setting up ICP to Govt. of Assam.</p>	

<b>Title</b>	<b>Visit of Myanmar delegates to Zorinpui and Zokhawthar</b>
<b>From</b>	ICP Sutarkandi Manager
<b>Date</b>	5.12.2019
<b>Number</b>	LPAI/M/ICP/-SKD/Tour/41
<b>Description</b>	
<p>Myanmar delegates had visited <b>Zorinpui</b> and <b>Zokhawthar</b> in Mizoram along with ICP manager of Sutarkandi.</p> <p>The roads from Zorinpui to Lawngtlai are in bad condition and 8 bridges are being constructed to develop the trade route.</p> <p>At Zokhawthar, it was informed by the Customs that very little trade is taking place through the LCS despite a trade facility center. There is also a warehouse but is hardly being utilized.</p>	

### 2.2.1.2 Notifications from Bureau of Immigration

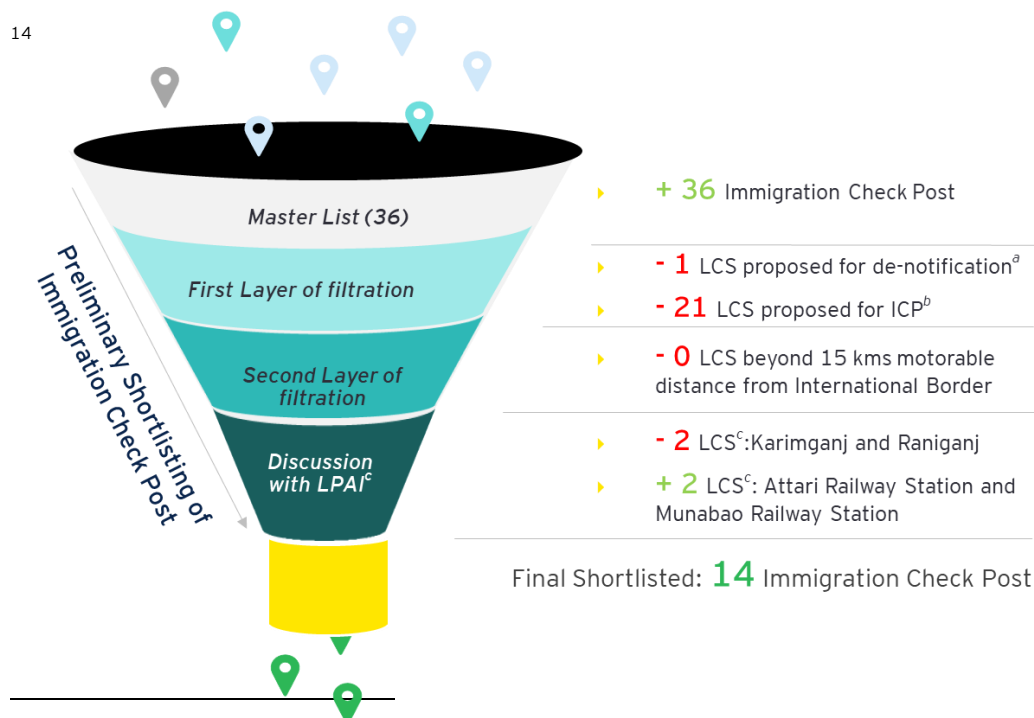
<b>Title</b>	<b>Reply to Member (Finance) email dated 26<sup>th</sup> June 2020 seeking information</b>
<b>From</b>	Additional Director, Intelligence Bureau Ministry of Home Affairs
<b>Date</b>	16 <sup>th</sup> July 2020
<b>Number</b>	11/Imm/2019(06)-II-192
<b>Description</b>	
<p>Presently there are 36 authorized Land Immigration Check Post along international boundary of India. Out of these 36 Land Immigration Check Post, Immigration functioning of 9 are under control of Bureau of Immigration (BOI) and remaining are under control of relevant state government. Infrastructure of these Land Immigration Check Post is very poor. Many of these check posts are functioning either in dilapidated buildings or in rented accommodation, away from zero points of the border.</p> <p>Hence, there is requirement of each Land Immigration Check Post to be upgraded into ICP by LPAI.</p>	

<b>Title</b>	<b>Reply to Member (Finance) email dated 26<sup>th</sup> June 2020 seeking information</b>
Letter was enclosed with a list of 36 authorized Land Immigration Check Post and traffic data of passenger movement through 66 LCS	

<b>Title</b>	<b>Request for upgradation of Land Immigration Check Post into ICP</b>
<b>From</b>	Additional Director, Intelligence Bureau Ministry of Home Affair
<b>Date</b>	3 <sup>rd</sup> August 2020
<b>Number</b>	11/Imm/2019(06)-II-2106
<b>Description</b>	In continuation of DO letter even no. dated 16 <sup>th</sup> July 2020, list of Land Immigration Check Posts identified based on passenger traffic, trade and security sensitiveness, maybe be considered for upgradation into ICP in phased manner.  Letter was enclosed with phased wise upgradation of Land Immigration Check Posts

All 36 Land Immigration Check Post were included in master list for preliminary shortlisting (as mentioned in Section 2). Basis preliminary shortlisting, 15 Land Immigration Check Post were considered for the evaluation study (as depicted below).

14



<sup>14</sup> <sup>a</sup>LCS proposed for de-notification as per letter no: 11020/9/2012/Pet-BM-II/ICP: Lalgalaghat

<sup>b</sup>LCS proposed for ICP: [LPAI website](#) and discussion with stakeholder at LPAI (Sabroom)





















<sup>c</sup>Note: Karimganj is in proximity of Sutarkandi, which is proposed ICP

Raniganj is in proximity of Panitanki (Phase II ICP)

### 2.2.1.3 Identified parameters for evaluation

20 parameters were shortlisted for evaluation of LCS to be upgraded into ICP. Figure below depicts the identified parameters for the purpose of evaluation.

Figure 4: Parameters for evaluation

 Export	 Nearness to District Headquarters and Hospitals
 Import	 Infra Facilities on both side of border
 Immigration	 Land availability
 Nearness to Bus Station	 Treaty, Schemes with Bordering Country
 Nearness to Railway Station	 Socio-economic cultural factors
 Nearness to Highway	 Presence of Market/Cluster
 Nearness to Port	 Presence of Major/ Minor Industry
 Nearness to Airport	 Tourism potential
 Nearness to Inland Waterways	 Geographic condition
 Nearness to SEZ and ICD	 North Eastern Region

## 2.2.2 Evaluation

Each parameter was evaluated using methodologies best suited to them, using appropriate sub parameters as detailed below. Case studies have been highlighted where applicable. Each LCS has been given score on basis of these parameters (Refer Annexure 6.1)

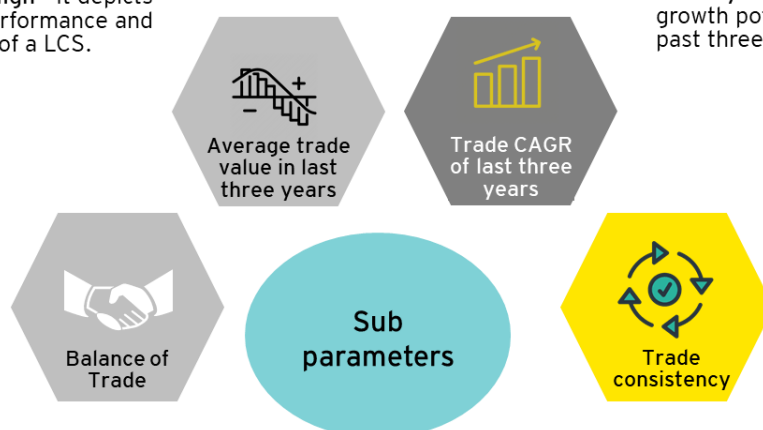
### 2.2.2.1 Export and Import

**Objective:** To evaluate trade performance of LCS with the bordering country

► **Priority: High** - It depicts current performance and trade size of a LCS.

► **Priority: Medium** - To evaluate growth potential of the LCS in past three years.

► **Priority: Low** - To understand trade deficit or trade surplus behaviour of the LCS. Trade surplus is a good to have feature for the overall economy



► **Priority: Low** - LCS is consistent if it is performing trade for continuous past three years

Table 2: Detailed framework for Export and Import parameter

Sub parameters	Overall %	Scale of performance	Criteria	Percentage
Average trade value in last three years	70%	Excellent	INR 500+ crores	100%
		Very good	INR 100-500 crores	75%
		Good	INR 50-100 crores	50%
		Average	INR 10-50 crores	25%
		Poor	INR 0-10 crores	5%
Trade CAGR of last three years	15%	Very high	Above 75%	100%
		High	Between 50-75%	75%
		Medium	Between 25-50%	50%
		Average	Between 0-25%	25%
		Low	Less than 0%	5%
Trade consistency	10%	Consistent trade	Trade performed in last three years	100%
		Inconsistent trade	Trade performed in one or two years	50%

Sub parameters	Overall %	Scale of performance	Criteria	Percentage
			within last three years	
Balance of trade	5%	Trade surplus	Positive Balance of trade	100%
		Trade deficit	Negative Balance of trade	50%

### 2.2.2.2 Immigration

**Objective:** To evaluate passenger movement through each LCS

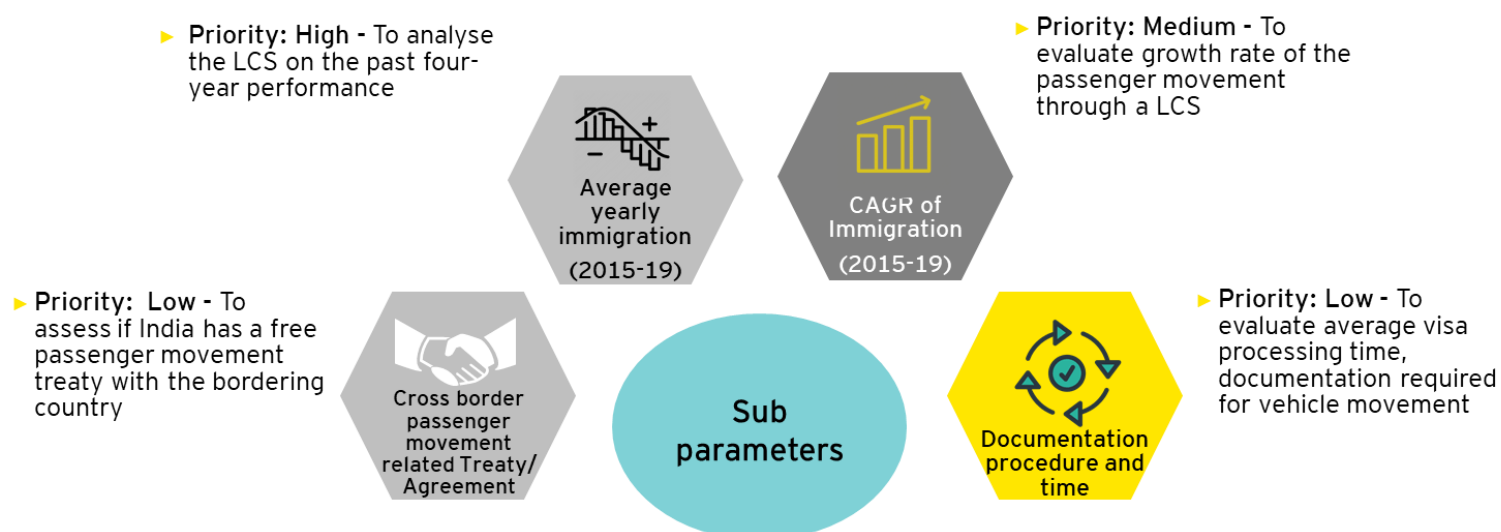


Table 3: Detailed framework for Immigration parameter

Sub parameter	Overall %	Factors considered	Marks
Immigration through LCS	70%	Average yearly Immigration (2015-19)	80
		CAGR of Immigration (2015-19)	20
Ease of movement through the land border	30%	Cross border passenger movement related Treaty/Agreement	50
		Documentation procedure and time	50

### 2.2.2.3 Connectivity

**Objective:** To evaluate the connectivity and transport facilities across each LCS for cargo and passenger movement

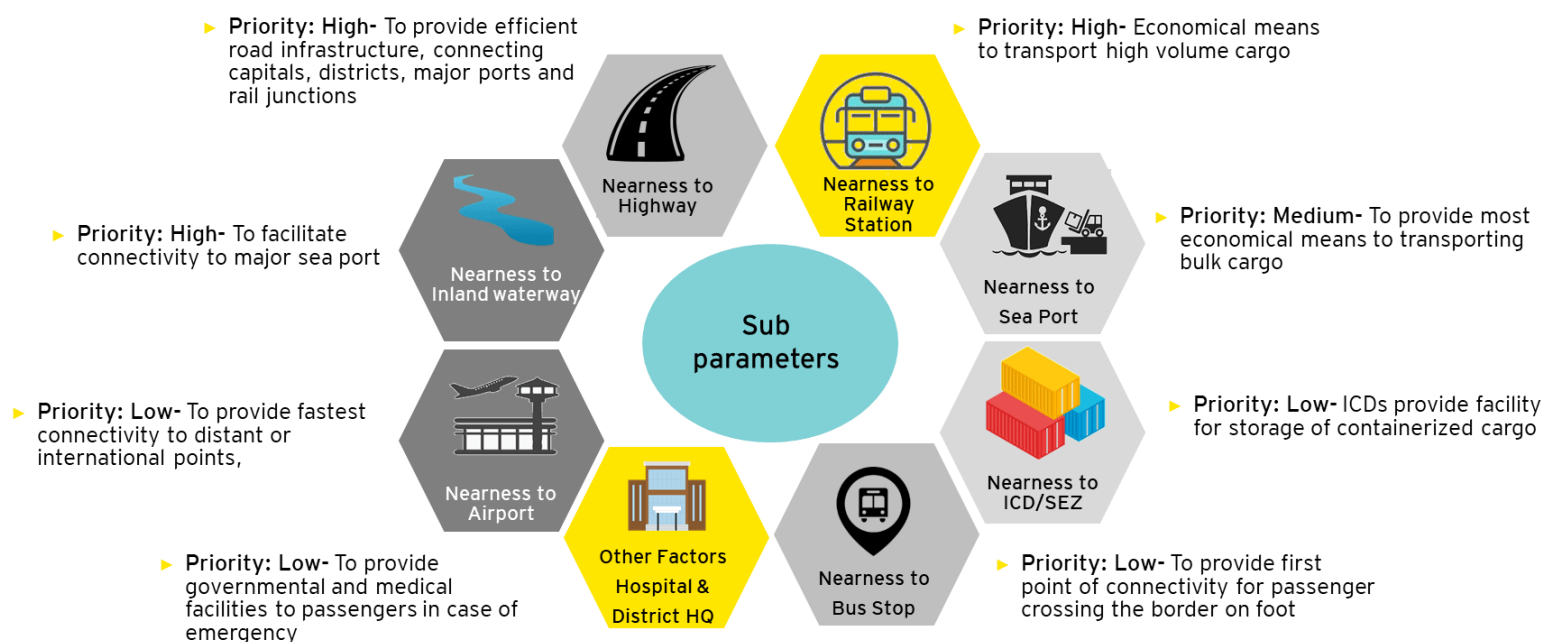


Table 4: Framework for connectivity parameter

Preferred mode	Weightage allocated to					
	Roadway <sup>15</sup>	Railway <sup>16</sup>	Waterway (NW or Sea Port)	Airport	ICD/SEZ	District Headquarter / Hospital
Rail	25%	50%	13%	6%	4%	2%
Road & River	37%	14%	37%	6%	4%	2%
Road	62%	13%	13%	6%	4%	2%
River	25%	13%	50%	6%	4%	2%

<sup>15</sup> Includes nearest State or National Highway and Asian Highway

<sup>16</sup> Railway Station with more than 2 platforms and rail frequency more than 8 per week



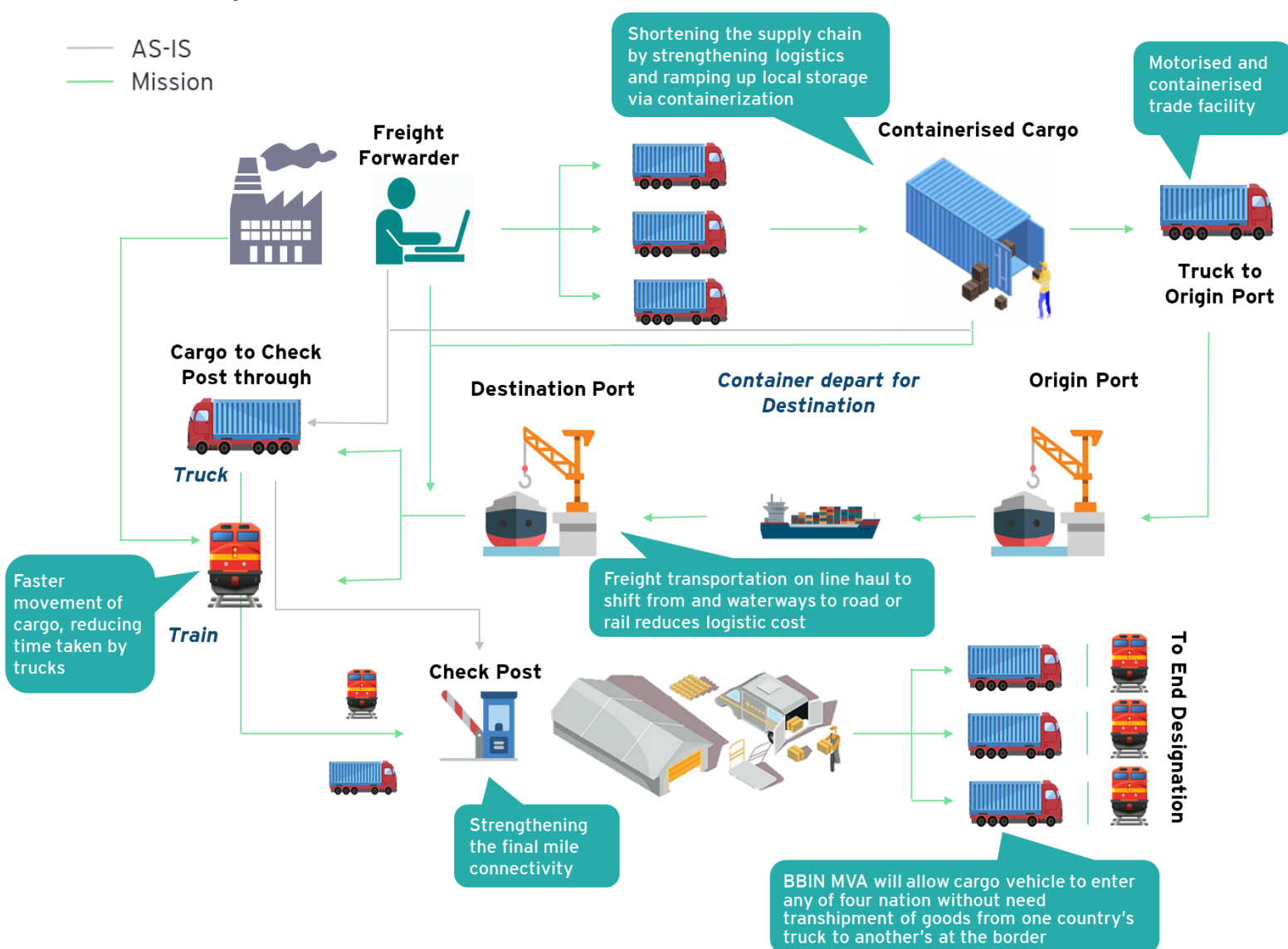
## Creating Multi- Modal Logistics Port

As the logistics industry in India is still developing, India has an opportunity to add infrastructure optimally to meet the growing demand and supply. This can be done by increasing the throughput capacity of trade and lower logistics cost by establishing multi modal connectivity, leading to higher trade which leads to higher GDP. While initiatives have been put in place for transport infrastructure improvement in rail, road, waterways, and ports, a synchronized approach that

- ▶ closely aligns the development of each mode with the country's needs around the check post,
- ▶ boost seamless intermodal transfers to enhance last mile connectivity, and
- ▶ amalgamate modern technology while providing other value-added services is required.

This will build effectiveness and efficiency of the logistic sector.

*Creating Multi-Modal Logistic network to improve bilateral trade and relation with neighboring countries. And improve India's rank in WTO's Ease of Business Index and Logistic Performance Index*



### 2.2.2.3.1 Railway Sidings near border areas

Logistics cost in India is estimated to be about 14.4%<sup>17</sup> of GDP, which is extremely high compared to the global average. A reduction of logistic costs would make our industries globally more competitive. It is reported that India can save up to \$50 billion if logistics costs are brought down to 9% from 14% of the country's gross domestic product, thereby making domestic goods more competitive in global markets.

Below are case studies on successful cross border movement of cargo via train using Electronic Cargo Tracking System<sup>18</sup>:

#### **Case Study: Electronic Cargo Tracking System through Visakhapatnam Port**

Due to congestion at Kolkata port, goods imported from China to Nepal via Kolkata take 22 days. The same goods imported from China to Nepal via Vishakhapatnam port take 11.5 days. This convinced Nepal to declare Vishakhapatnam as the second gateway port for its cargo. To transport goods from Vishakhapatnam to Birgunj via rail, an electronic cargo tracking system (ECTS) was introduced.

Electronic Cargo Tracking System has put a check on revenue leakage activities because the containers are electronically sealed making it impossible for any unauthorized access to open the cargo. Thus, containerization results in minimal custom checks at borders as well as safety and security of cargo.

#### **Case Study: Electronic Cargo Tracking System to Bangladesh via West Bengal**

A truck often has to wait for 12 hours or more at each border, pushing transportation cost up by 50%. To address the issue, Indian customs authorities have set up an electronic cargo tracking system at inland container depots and container freight stations in July 2020 designated to handle export cargo before being trucked to Petrapole.

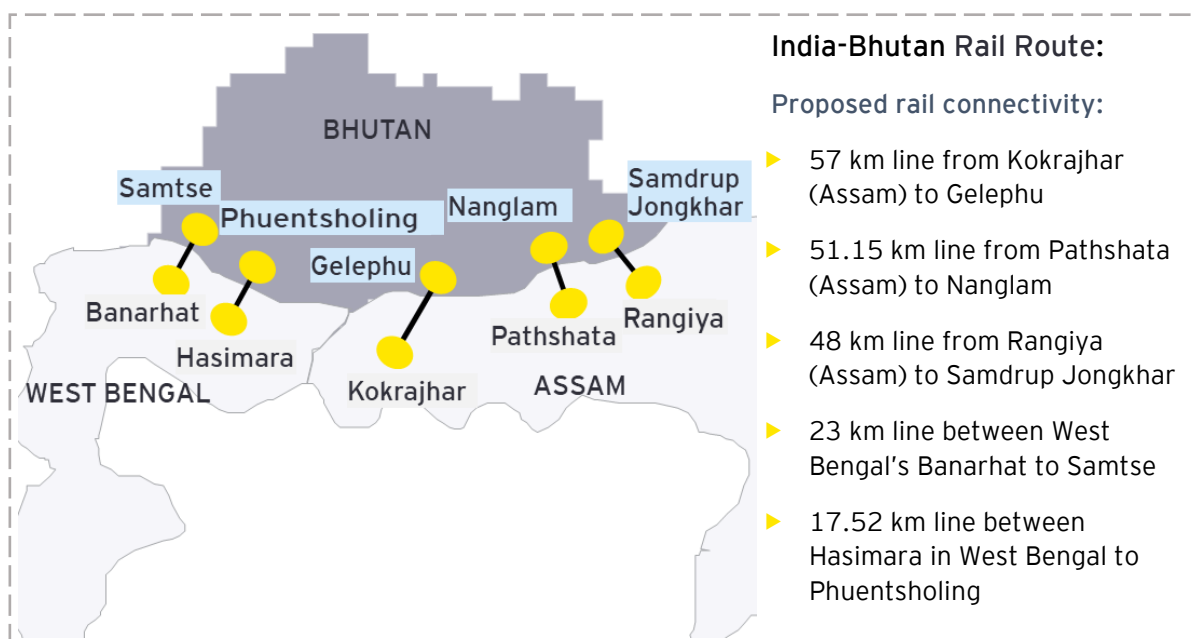
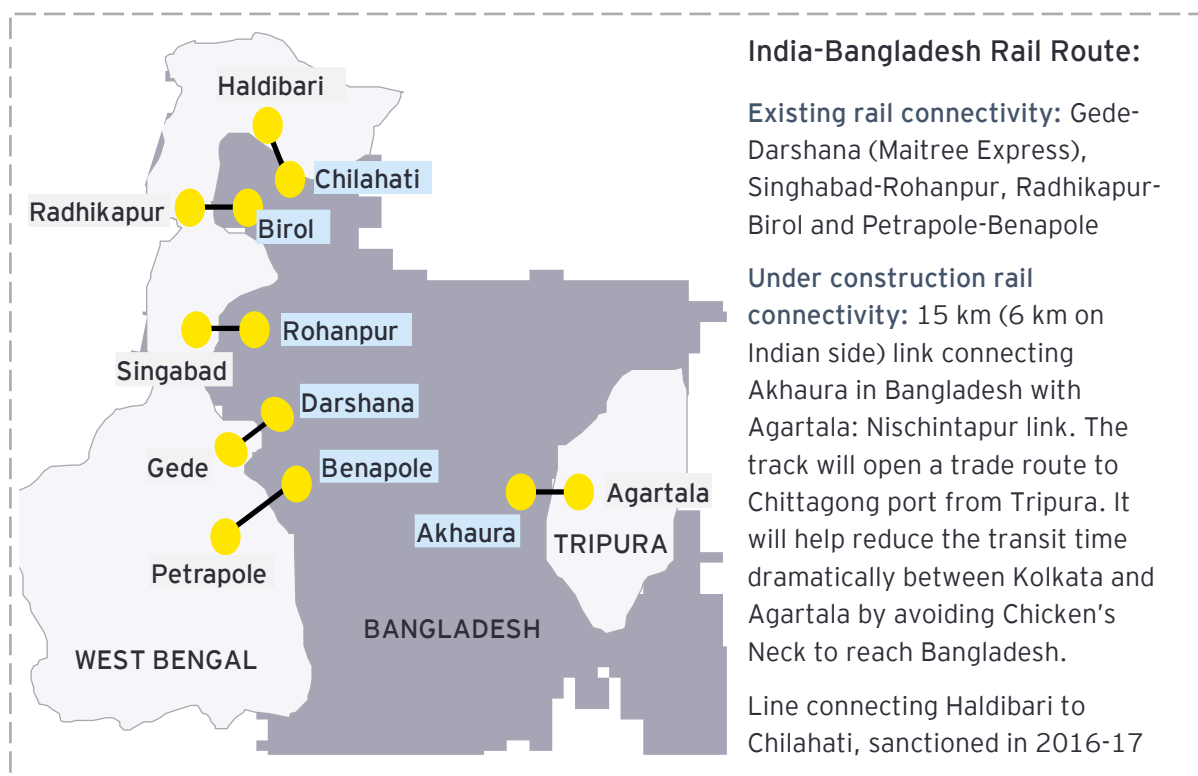
The wagons of the good trains have been used to transport contraband to Bangladesh through ICP between India-Bangladesh. Thus, the electronic cargo tracking system was introduced. It has been noticed that the running of this container train will put a check on the revenue leakage activities at the border in the coming time. This will make it a lot more convenient and efficient for the BSF for checking the cargo train on the zero line.

Containerization will also allow an exporter to move even one container (20 tonnes). It will be possible to aggregate traffic of various exporters and send by one train. India will be able to enjoy seamless movement to its north-eastern region and Bangladesh will benefit by the check on leakage and faster movement, leading to an increase in revenue.

<sup>17</sup> National Trade Facilitation Action Plan 2017-20

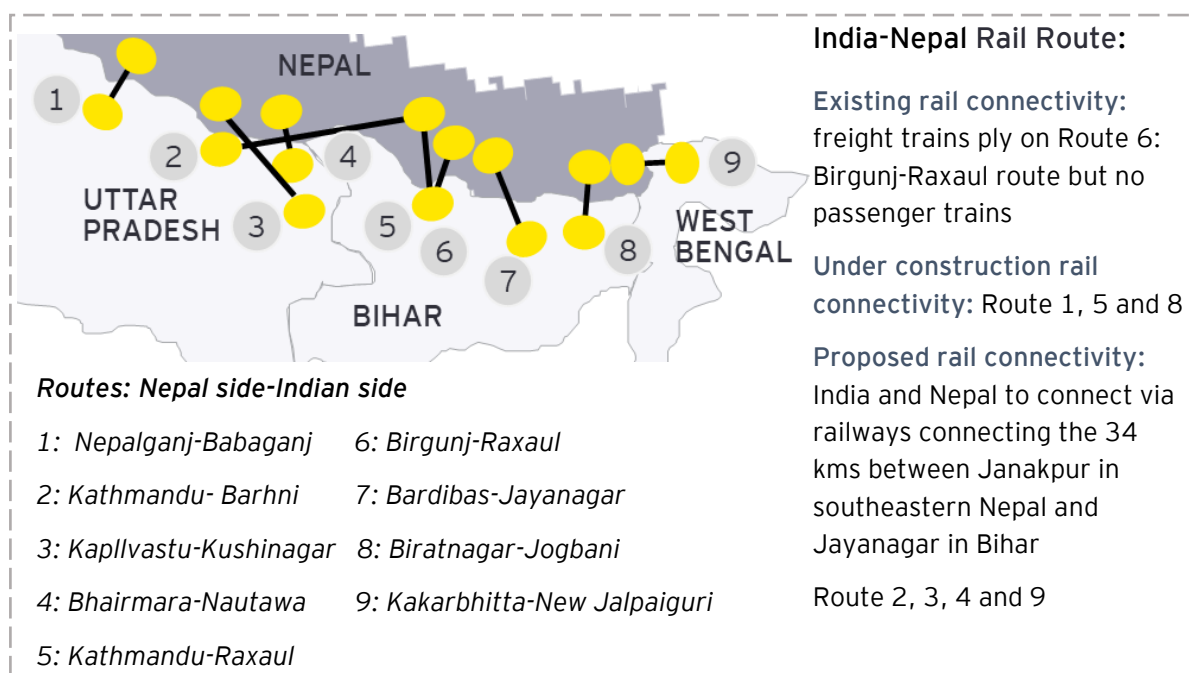
<sup>18</sup> Asian Development Bank, Bloomberg

Some existing and proposed train connectivity routes along border are mentioned as follows<sup>19</sup>:



<sup>19</sup> Source for map: Ministry of Railway

The rail connectivity lines depicted on map are indicative and do not show actual route



The existing railway lines and nearest railway platform have been studied for all 66 LCS. Currently, seven LCS already have established connectivity to railway line. Further, LCS without existing cross border railway lines were shortlisted on following two parameters:

- ▶ LCS which have railway line/platform within 10 kms vicinity
- ▶ LCS which have trade potential of bulk commodities

Based on the above parameters, following 11 LCS were shortlisted:

Bangladesh	Bhutan	Nepal
<ul style="list-style-type: none"> <li>▶ Dhubri Steamer Ghat</li> <li>▶ Golakganj</li> <li>▶ Haldibari</li> <li>▶ Nischintapur</li> <li>▶ Muhurighat</li> </ul>	<ul style="list-style-type: none"> <li>▶ Chamurchi</li> </ul>	<ul style="list-style-type: none"> <li>▶ Barhni</li> <li>▶ Gauriphanta</li> <li>▶ Laukaha</li> <li>▶ Bairstania</li> <li>▶ Jarwa</li> </ul>

An analysis on shortlisted LCS was conducted, as mentioned in Section 6.2.

These were further studied based on the proximity of railway line or stations available on the cross-border countries adjacent to land borders. Also, the study was carried out to understand the quantity (tonnage value) of bulk commodities imported and exported through LCS.

### 2.2.2.3.2 Multimodal River Port near border areas

#### India-Bangladesh



#### Protocol on Inland Water Transit and Trade

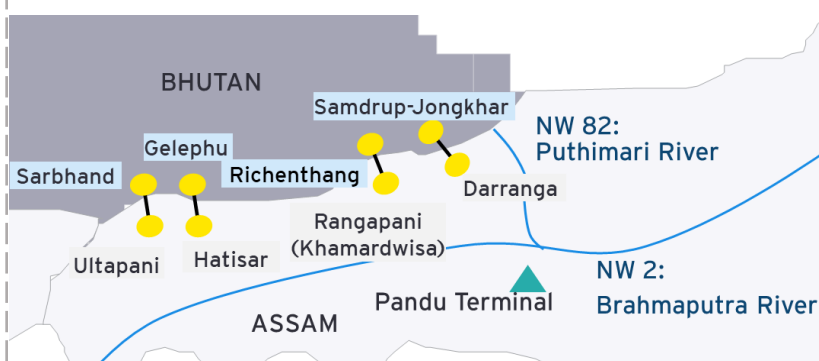
- ▶ Routes (1) & (2): Kolkata-Shilghat-Kolkata
- ▶ Routes (3) & (4): Kolkata-Karimganj-Kolkata
- ▶ Routes (7) & (8): Karimganj-Shilghat-Karimganj
- ▶ Route (9) & (10): Sonamura-Daudkhandi stretch of Gumti river (93 Km)

As per Protocol on Inland Water Transit and Trade, there are five LCS which are explored as Multimodal LCS. These are: Dalu, Dhubri Steamer Ghat, Sutarkandi, Srimantapur.

Out of these four: Sutarkandi and Srimantapur are being developed as ICP. Following LCS are located on national waterway:

- ▶ Srimantapur will have river terminal on Gumti river
- ▶ Sutarkandi, there is a proposal for a new river port on Koshiyara river to replace the existing river port at Karimganj (NW-16). Karimganj is part of route 3,4,7 and 8
- ▶ Dhubri port can be taken over in due course and developed as a multimodal ICP (NW-2). Dhubri is part of route 1,2,7 and 8
- ▶ Dalu also has a possibility of getting connected to national waterway
- ▶ Hemnagar is near to NW-97

Because of the strategic location of Dhubri Steamer Ghat, Dalu and Hemnagar, these LCS have been included in our evaluation study.

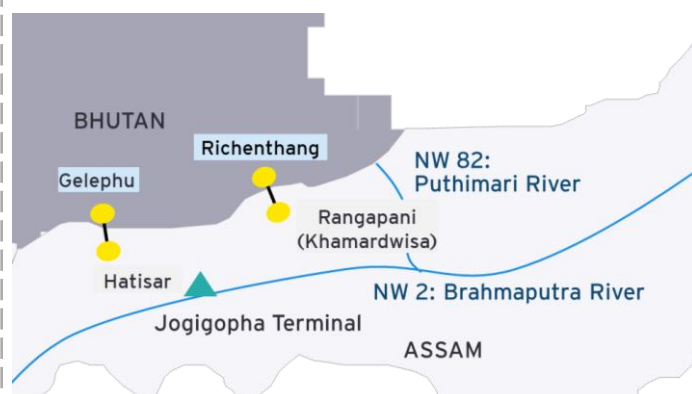
India- Bhutan<sup>20</sup>

Pandu terminal is situated on left bank of river Brahmaputra on National Waterway No: -2 (NW-2) and is spread in area about 7.00 hectare. It will be developed into a multi-modal port terminal to modernise the transport scenario in the state.

Regional office IWAI Guwahati has an administrative office building at Pandu and Custom office is in the campus of Pandu terminal. Facilities available at this terminal are

- ▶ High-level jetty and low-level jetty for round the loading/unloading of cargo
- ▶ Railway Siding
- ▶ 2 nos. transit shed
- ▶ Open storage

There are three LCS namely Hatisar, Rangapani and Ultapani which are within ~100 kms to NW-2 in Assam bordering Bhutan. These LCS have been shortlisted and proposed for upgradation.



**Jogigopha terminal:** It is situated on the right bank of river Brahmaputra (NW-2) and has an area of about 40.00 acre and secured with boundary wall. Set to become India's gateway to South-East Asia as well as the rest of the North-East with the road ministry gearing up to develop a multimodal logistics park (MMLP) there with road, rail, waterways and air transport facilities.

A floating jetty is being maintained to provide embarking/disembarking facility to the vessels. For the benefits of export of goods from Southern, Central and Eastern Bhutan.

IWAI has already submitted its consent supporting the proposal for exporting goods from IWAI Jogigopha terminal by Gelephu-Bongaigaon -Jogigopha route (91 km) & Naglam-Pathshal-Bongaigaon-Jogigopha route (190 km) and IWAI Pandu Port by Samdrup Jonkhar-Rangia-Guwahati (99 km) and Pandu/Guwahati-Bangladesh Border route inclusion.

*Notification of Jogigopha and Pandu also as entry/exit point as riverine routes under Protocol to the agreement on Trade, Commerce and Transit between Government of India and Royal Government of Bhutan on 22. 10.2020 campus of Pandu terminal.*

<sup>20</sup> Inland Waterway Authority of India via email dated 18<sup>th</sup> November 2020

Map are indicative and do not show to actual scale



## India-Myanmar

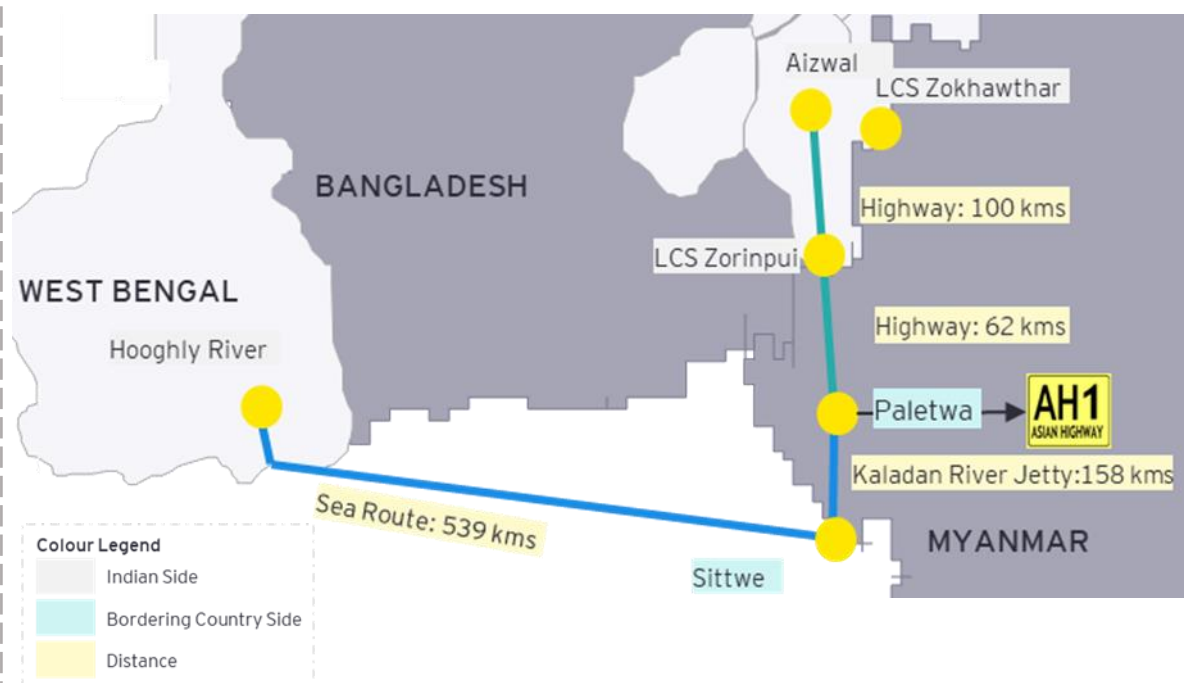
### Kaladan Multimodal transport project<sup>21</sup>

The Kaladan project connects Sittwe Port in Myanmar to the India-Myanmar border.

The project was jointly initiated by India and Myanmar to create a multi-modal platform for cargo shipments from the eastern ports to Myanmar and to the North-eastern parts of the country through Myanmar. The project is expected to be completed by 2021.

#### Significance:

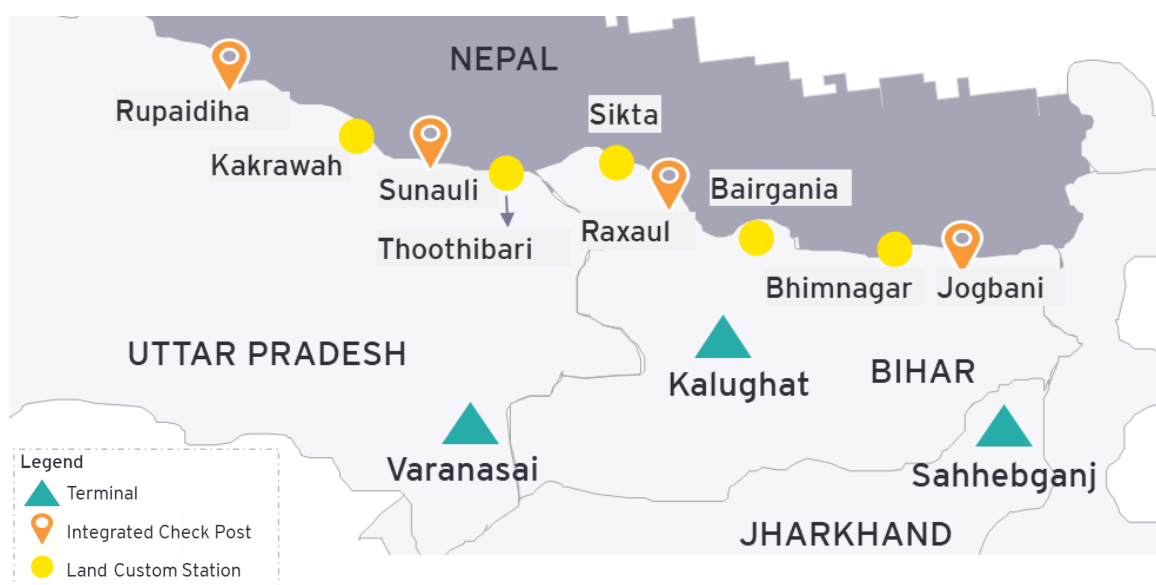
- ▶ Expected to open sea routes and promote economic development in the North-eastern states, and add value to the economic, commercial and strategic ties between India and Myanmar.
- ▶ This project will reduce distance from Kolkata to Sittwe by approximately 1328 km and will reduce the need to transport good through the narrow Siliguri corridor, also known as Chicken's Neck.



This project is to promote trade from Sittwe port in Myanmar to Paletwa (158 kms) to LCS Zorinpui in Mizoram (62 kms), India through Myeik Wa village, Myanmar. This will also subsequently promote trade to Lawngtlai, Lungwei, Aizawl and through Eastern states of India. This project covers the sea route from Kolkata to Sittwe and then road route from Myeik Wa to Zorinpui and further to eastern states.

LCS Zorinpui and LCS Zokhawthar are an integral part of the Kaladan Multimodal Transport Project and have been included in our evaluation study.

<sup>21</sup> Map are indicative and do not show to actual scale

India- Nepal<sup>22</sup>

Inland Waterways Authority of India through Jal Marg Vikas Project with the technical and financial assistance of the World Bank is developing the National Waterway-I. The development includes the setting up of multi modal terminals at Varanasi, Sahebganj and Haldia and a container terminal at Kalughat, which can be used for faster and safer transportation of domestic and EXIM cargoes (including container cargo). National Waterway-1 provides seamless connectivity to Ports of Kolkata and Haldia with Bangladesh and with Nepal (through transshipment).

Treaty of Transit between India and Nepal along with its Protocol to the Treaty is under revision in terms of inclusion of inland waterways route. In the treaty, terminals of Varanasi, Sahebganj and Kalughat is recognized for the export and import cargo transshipment as inland ports, which is connecting the land custom stations at Sunauli, Jogbani and Raxaul, respectively, through Roadways. The road distances from the respective terminals are as follows

Terminal	Closest ICP	Distance (approx. kms)	LCS in proximity of ICP
Varanasai	Sunauli	300	Thoothibari, and Kakrawah
Sahhebganj	Jogbani	344	Bhimnagar
Kalughat	Raxaul	178	Bairgania and Sikta

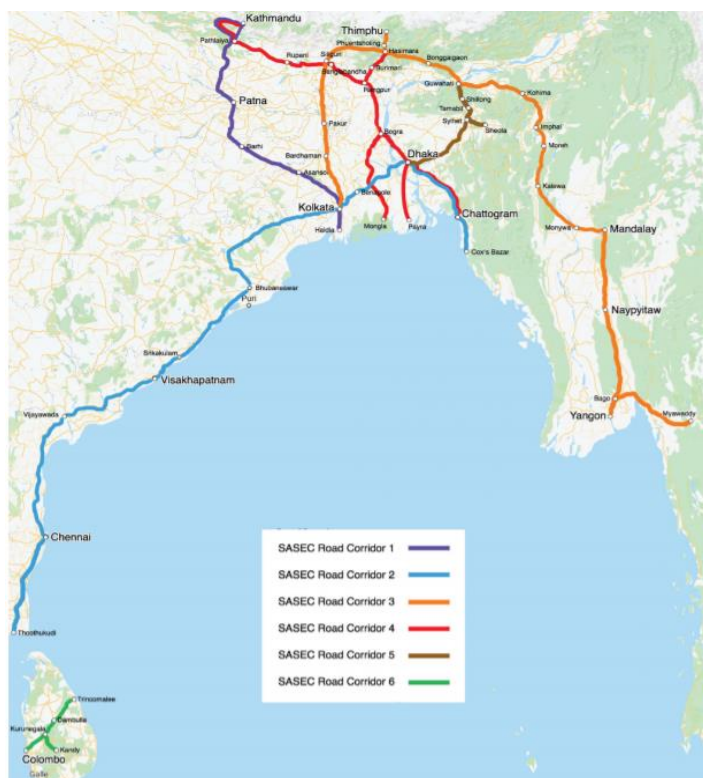
Therefore, these LCS can also be considered for transshipment as inland ports.

<sup>22</sup> Inland Waterway Authority of India via email dated 18<sup>th</sup> November 2020

Map are indicative and do not show to actual scale

### 2.2.2.3.3 SASEC Corridors<sup>23</sup>

#### SASEC Road Corridors



Road transport is the dominant form of surface transport throughout the region and, consequently, it is the principal driver in identifying economic corridor potential. The key component of the development strategy is to upgrade corridor roads to Asian Highway (AH) (dual carriageway) wherever the terrain allows and to single carriageway in hilly and mountainous areas. The focus for the road subsector therefore, which remains the largest in terms of the number and value of projects, is on upgrading the quality and capacity of the national road network and its multimodal and cross-border connectivity.

Integrated Check Post of India

#### Road Routes:

- ▶ **SASEC Road Corridor 1:** The “Nepal-Kolkata Trade Corridor”: Kathmandu-Birgunj/**Raxaul**-Kolkata/Haldia.
- ▶ **SASEC Road Corridor 2:** The “Bay of Bengal Highway” Thoothukudi (Tuticorin)-Chennai-Visakhapatnam-Kolkata-Dhaka-Chattogram (formerly Chittagong)-Cox’s Bazar, with spurs Akhaura-**Agartala** and Bariarhat-Ramgarh-**Sabroom**.
- ▶ **SASEC Road Corridor 3:** The “India-Association of Southeast Asian Nations (ASEAN) East-West Corridor”: Kolkata-Siliguri-Guwahati-Imphal-**Moreh**/Tamu-Mandalay-Bago-Myawaddy, with spurs **Hasimara (Jaigaon)**-Phuentsholing-Thimphu and Bago-Yangon.
- ▶ **SASEC Road Corridor 4:** The “Nepal/Bhutan-Bangladesh North-South Corridor”: Kathmandu-Kakarvitta/**Panitanki**-Rangpur-Bogra-Dhaka-Chattogram, with spurs Rangpur-Burimari/**Changrabandha**-Phuentsholing, Bogra-Mongla, and Dhaka-Payra Port.
- ▶ **SASEC Road Corridor 5:** The “North Bangladesh-India Connector”: Dhaka-Sylhet-Tamabil-**Dawki**-Shillong-Guwahati, with spur Sylhet-Sheola-**Karimganj (Sutarkandi)**-Silchar.
- ▶ **SASEC Road Corridor 6:** The “Sri Lanka Port Highway”: Colombo-Dambulla-Trincomalee, with spur Kurunegala-Kandy.

<sup>23</sup> Asian Development Bank, SASEC

Report Titled: [South Asia Sub Regional Economic Cooperation Operational Plan 2016-2025 Update](#)

Following are LCS with respective bordering countries along the defined routes:

SASEC Route	Bangladesh	Bhutan	Myanmar	Nepal
Route 1	-	-	-	Barhni, Gauriphanta, Bairgania, Jayanagar, Khunwa, Sonabarsa, Thotibari, Laukaha, Pipraun, Dharchula, Jhulaghat, Kakrawah, Sikta, Valmikinagar, Jarwa, Kunaili
Route 2	Gede Railway Station, Kailashahar, Dhailaghat, Demagiri, Hamnagar, Khowaighat, Ranaghat Railway Station	-	-	-
Route 3	Singabad Railway Station	Darranga, Hatisar, Birpara, Rangapani, Chamurchi, Looksan, Nagarkata, Kulkuli, Ultapani	Zorinpui, Nampong, Zokhawtar, Avankhu, Longwa	
Route 4	Dhubri Steamer Ghat	-	-	Bhimnagar, Galgalia, Raniganj, Sukhia Pokhari
Route 5	Dalu, Baghmara, Balat, Kalaichar, Ghasupara, Golakganj	-	-	-
Route 6	-	-	-	-

### SASEC Railway Corridors



#### Railway Routes:

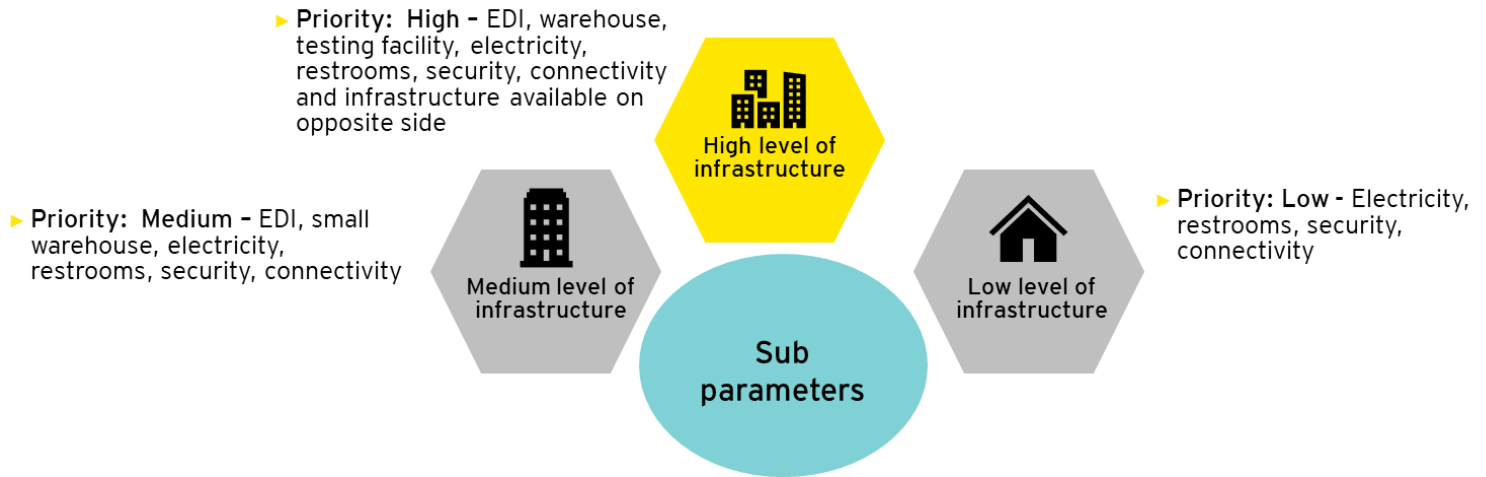
- ▶ SASEC Railway Corridor 1: "Nepal-Kolkata Trade Corridor": Birgunj-Raxaul-Muzaffarpur-Patna-Gaya-Asansol-Kolkata-Haldia
- ▶ SASEC Railway Corridor 2: "India-Bangladesh Rail Corridor": Kolkata-Ranaghat-Gede-Tangail-Dhaka-Cumilla-Chattogram (Chittagong)-Cox's Bazar, including spur lines
  - 2A: Cumilla-Agartala-Akhaura,
  - 2B: links to Bangladesh
  - 2C: Darshana-Khulna-Mongla,
  - 2D: connections to Payra Port

Integrated Check Post of India | Land Custom Station

All LCS mapped on the SASEC Corridors: Road and Rail are considered in the evaluation report

### 2.2.2.4 Infra Facilities on both sides of border

**Objective:** To evaluate the infrastructure availability at the LCS



### 2.2.2.5 Treaty, Schemes with bordering countries

**Objective:** To evaluate policies facilitating bilateral and multilateral trade with the bordering country.

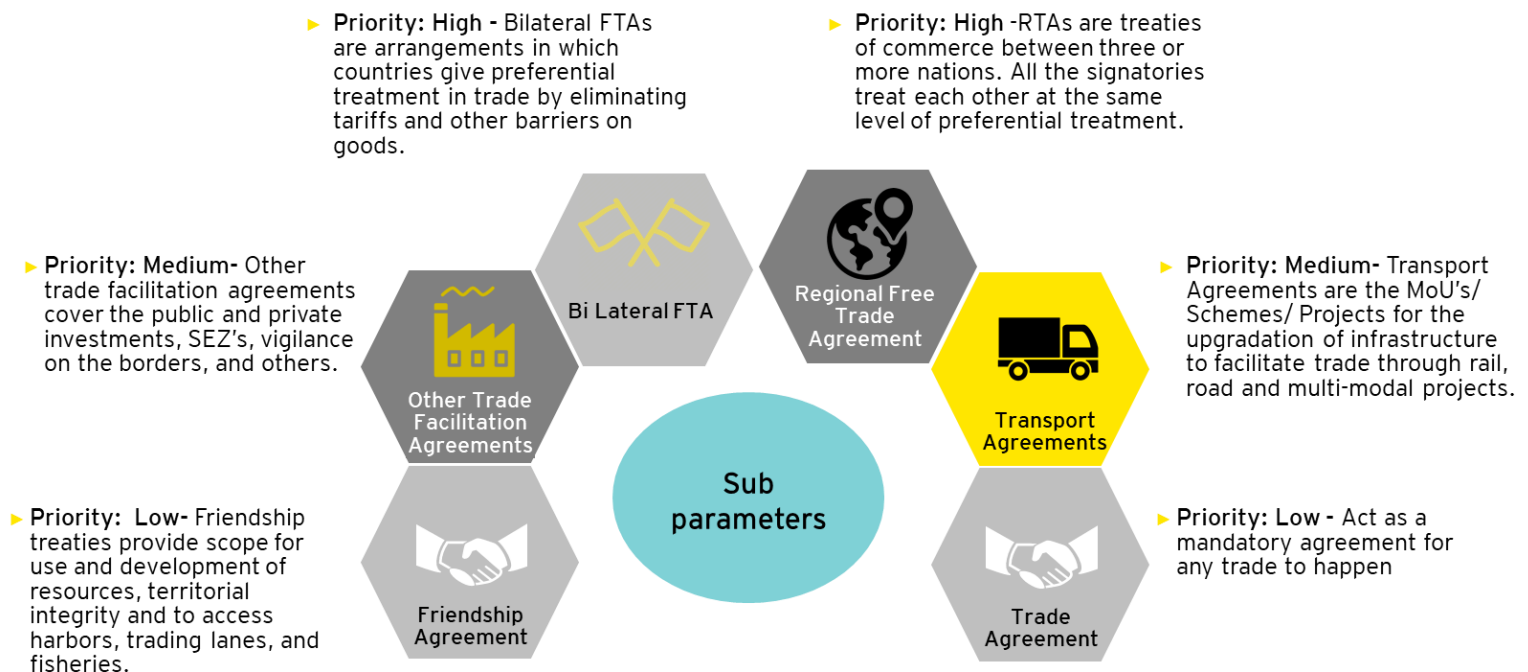




Table 5: Detailed scoring framework for treaties, schemes with bordering countries parameter

Sub parameter	Overall %	Scale	Index	Marks
Bi Lateral Free Trade Agreement (FTA)	30%	Bi Lateral FTA exists: Yes	100%	30
		Bi Lateral FTA exists: No	33%	10
Regional Trade Agreements (Multi- Lateral Free Trade Agreement)	25%	Part of more than one high performing RTAs	100%	30
		Part of more than one average performing or one high performing RTAs	66%	20
		Part of one average or other low performing RTAs	33%	10
Transport Agreements	20%	Part of multiple cross border transport related agreements	100%	20
		Part of limited cross border transport related agreements	66%	14
		Minimal or not part of multiple cross border transport related agreements	33%	7
Other Trade Facilitation Agreements	15%	Part of multiple Trade Facilitation Agreements	100%	15
		Part of limited Trade Facilitation Agreements	66%	5
		Minimal or not part of Trade Facilitation Agreements	33%	5
Friendship Agreements	5%	Agreement exists: Yes	100%	5
		Agreement exists: No	33%	2
Partial Scope Agreement	5%	Agreement exists: Yes	100%	5
		Agreement exists: No	33%	2

Total score for bordering countries is obtained by adding the scores of all Treaties and Scheme mentioned above. The total score obtained is then allocated to each LCS with that bordering country.

### 2.2.2.6 Socio-economic cultural factor

**Objective:** To evaluate the human development and economic development around LCS

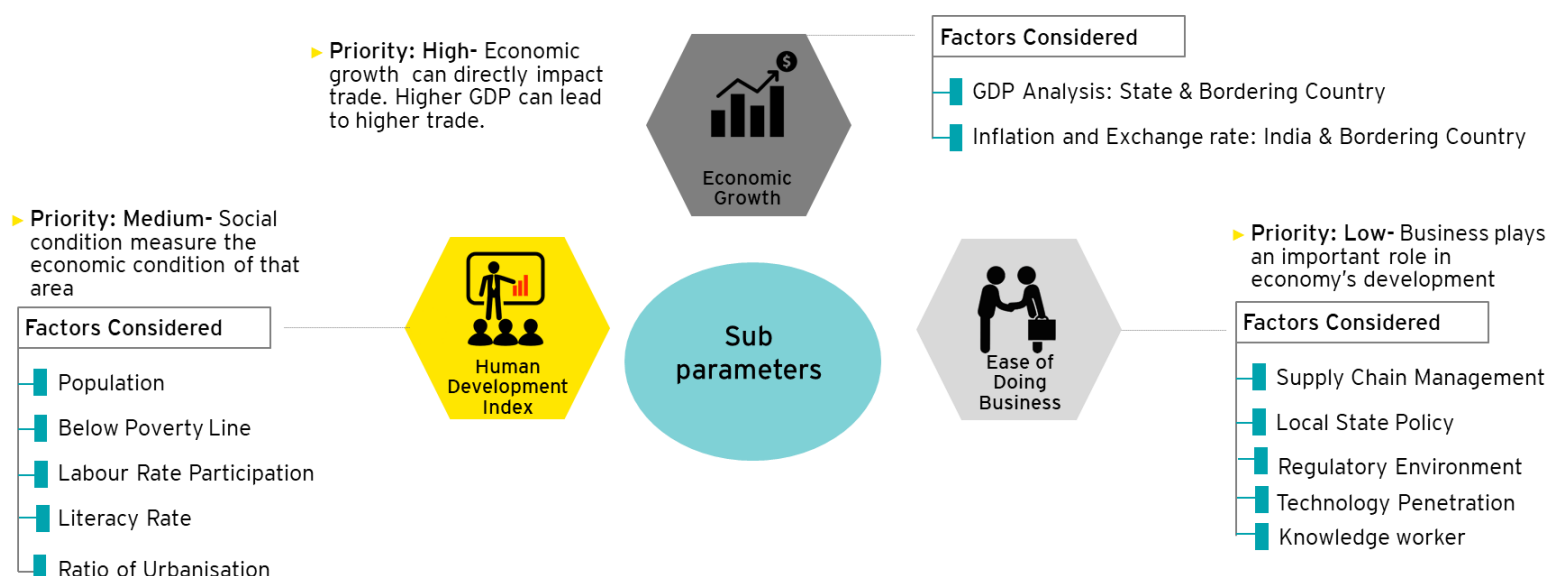


Table 6: Detailed framework for Socio-economic Cultural Factor parameter

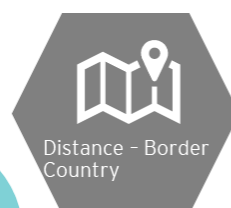
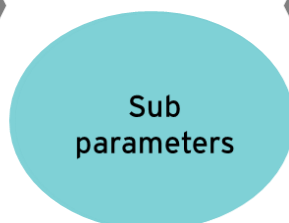
Sub parameters			Factors considered	
Description	Level	Overall %	Description	Percentage
Human Development Index	District level	35%	Population (in lacs)	35%
			Below Poverty Line	25%
			Labour rate participation	20%
			Literacy rate	15%
			Ratio of urbanisation	5%
Ease of Doing Business	State level	15%	Supply chain management system a. Logistic service providers b. Storage facility providers c. Safety and ease of tracing of cargo	40%
			Local state policy	30%
			Regulatory environment	12.5%

Sub parameters			Factors considered	
Description	Level	Overall %	Description	Percentage
			Technology penetration a. Expenditure on technology b. Level of digitalization (No. of internet subscribers in state)	12.5%
			Knowledge workers	5%
			GDP analysis a. State level b. Bordering country level	75%
Economic Growth	State and bordering country level	50%	Inflation/exchange rate a. India b. Bordering country	25%

### 2.2.2.7 Presence of Markets and Clusters

**Objective:** To evaluate the market present in the vicinity of LCS

- To evaluate market clusters in vicinity of LCS on Indian side of border



- To evaluate market clusters in vicinity of LCS towards border country

Table 7: Detailed framework for presence of market/cluster parameter

Distance (kms)	Score (maximum 100)
0 - 20 kms	100
21 - 40 kms	80
41 - 60 kms	60
61 - 80 kms	40
81 - 100 kms	20

S.No.		Indian side (A)		Final score
-------	--	-----------------	--	-------------

	Border country		Border country (B)	
1	LCS	Market cluster (100)	Market cluster (100)	$50\% * A + 50\% * B$

### 2.2.2.8 Presence of major and minor industries

**Objective:** To evaluate the industry set up near LCS

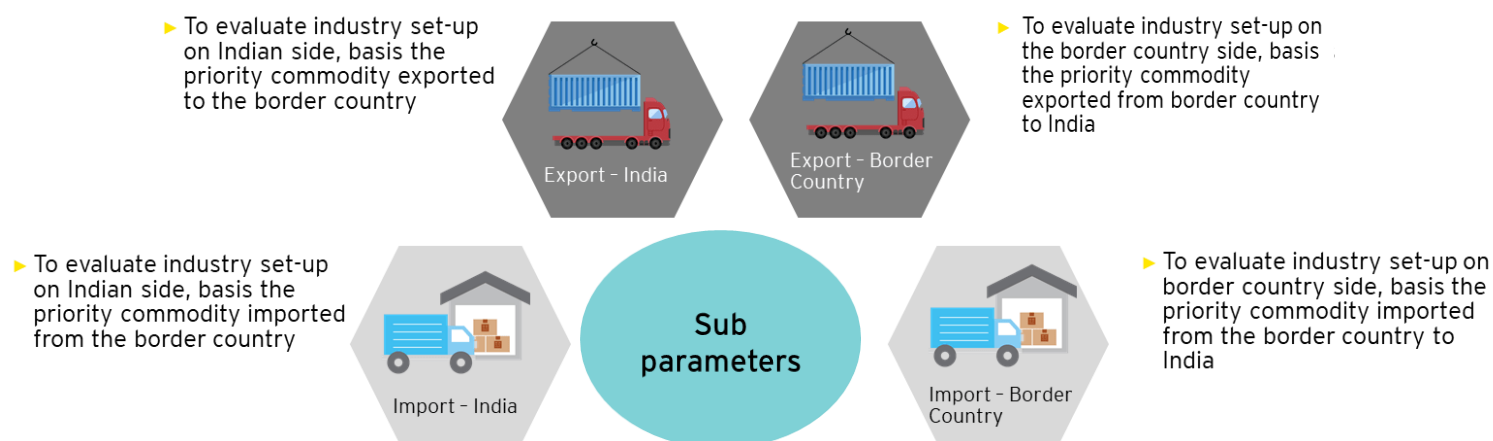


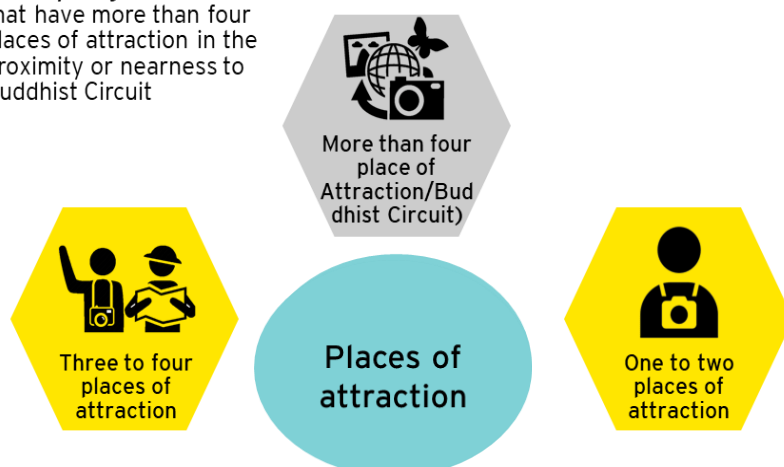
Table 8: Detailed framework for presence of major and minor industries parameter

Border Country	Indian Side (A)	Border Country (B)	Final Score (out of 100)
LCS	Export Score (100*25%)	Export Score (100*25%)	A+B
	Import Score (100*25%)	Import Score (100*25%)	

### 2.2.2.9 Tourism potential

**Objective:** To evaluate places of attraction near vicinity of LCS

- **Priority: High** - All the LCS that have more than four places of attraction in the proximity or nearness to Buddhist Circuit



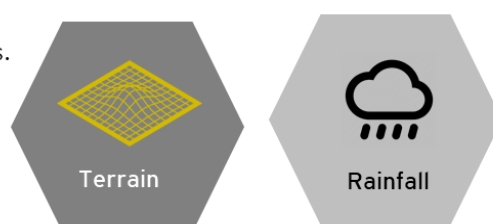
- **Priority: Medium**- All the LCS that have three to four places of attraction in the proximity

- **Priority: Low** - All the LCS that have one to two places of attraction in the proximity

### 2.2.2.10 Geographic conditions

**Objective:** To evaluate climatic conditions and terrain of each LCS

- **Priority: High:** To evaluate terrain of LCS as terrain can impact movement of vehicles.



- **Priority: Medium:** To evaluate rainfall in LCS's district as rainfall can impact cargo and passenger movement. Seasons considered are: Winter, Pre-Monsoon, Monsoon and Post Monsoon

- **Priority: Medium:** To evaluate temperature in LCS's districts as temperature can impact efficiency of cargo movement

- **Priority: Low:** To evaluate frequency of natural calamities of LCS's district as natural calamities can impact operation of LCS. Natural calamities considered are: Earthquake zone (seismic zone) and Flood, Cyclonic and Tsunami frequency

Table 9: Detailed framework for geographic condition parameter

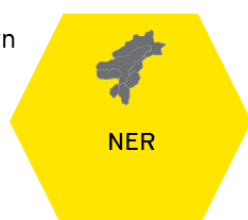
Sub parameters	Overall %	Scale	Ranges	Percentage
Rainfall	40%	Below normal	Below and equal to 1150	100%
		Above normal	Between 1150 to 2000	75%
		Medium	Between 2000 to 2500	60%
		Heavy	Between 2500 to 400	30%

Sub parameters	Overall %	Scale	Ranges	Percentage
		Very heavy	Above 4000	10%
Temperature	25%	Favorable	Between 10- 38	100%
		Less favorable	Between 0-10 or 38-45	66%
		Extreme	Below zero or above 45	33%
Natural Calamities	15%	Flood, Cyclonic, Tsunami Frequency	Low Frequency	100%
		Flood, Cyclonic, Tsunami Frequency	High frequency	66%
	5%	Seismic zone	zone 1	100%
			zone 2	90%
			zone 3	70%
			zone 4	50%
			zone 5	30%
Terrain	15%	Elevation above sea level	Below 800m	100%
			Between 800m-1300m	90%
			Between 1300-2000m	75%
			Between 2000-4000m	60%
			Above 4000m	40%

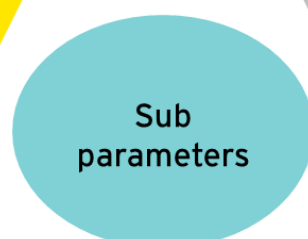
### 2.2.2.11 North Eastern Region

**Objective:** To evaluate the location of LCS

► **Priority: High** - All the LCS that fall in the North Eastern Region of India



► **Priority: Low** - All the LCSs that don't fall in the North Eastern Region of India



## 2.2.3 Validation

### Field Survey and Interactions

As the part of the LCS evaluation methodology, it was decided to validate what acts as a key element in deciding the phase wise upgradation of LCS to ICP. For validation of the evaluation, a sample set was selected of more than 25% (17 LCS out of 66) among the shortlisted LCS.

The purpose of the field survey was to carry out an initial high-level assessment of the current status of LCS in terms of infrastructure, connectivity, performance and future potential. Detailed sample questionnaire for the visit is attached in annexure (Section 6.3.1). High level feasibility of the expansion and upgradation of LCS was also assessed by studying the surroundings of the site. The survey was facilitated by Custom officials with support from LPAI. Field visit was conducted at 17 LCS location across five states and four bordering countries.

Apart from site visit, online (phone/email) interactions was done with 24 LCS. As part of the interaction, primary information (end to end connectivity and trade / immigration performance etc.) was gathered from custom officials of the corresponding LCS.

Following is the list of LCS where field survey and interaction was performed.

S.No.	LCS Name	State	Bordering Country	Mode of Survey
1	Radhikapur Railway Station	West Bengal	Bangladesh	Field Survey
2	Gede Railway Station	West Bengal	Bangladesh	Field Survey
3	Singabad Railway Station	West Bengal	Bangladesh	Field Survey
4	Ranaghat Railway Station	West Bengal	Bangladesh	Field Survey
5	Darranga	Assam	Bhutan	Field Survey
6	Rangapani (Khamardwisa)	Assam	Bhutan	Field Survey
7	Hatisar	Assam	Bhutan	Field Survey
8	Jayanagar	Bihar	Nepal	Field Survey
9	Bairgania	Bihar	Nepal	Field Survey
10	Sonabarsa	Bihar	Nepal	Field Survey
11	Barhni	Uttar Pradesh	Nepal	Field Survey
12	Jarwa	Uttar Pradesh	Nepal	Field Survey



S.No.	LCS Name	State	Bordering Country	Mode of Survey
13	Khunwa	Uttar Pradesh	Nepal	Field Survey
14	Kakrawah	Uttar Pradesh	Nepal	Field Survey
15	Thoothibari	Uttar Pradesh	Nepal	Field Survey
16	Attari Railway Station	Punjab	Pakistan	Field Survey
17	Hussainiwala	Punjab	Pakistan	Field Survey
18	Dhubri Steamer Ghat	Assam	Bangladesh	Online Interaction
19	Golakganj	Assam	Bangladesh	Online Interaction
20	Mankachar	Assam	Bangladesh	Online Interaction
21	Baghmara	Meghalaya	Bangladesh	Online Interaction
22	Dalu	Meghalaya	Bangladesh	Online Interaction
23	Ghasuapara	Meghalaya	Bangladesh	Online Interaction
24	Mahendraganj	Meghalaya	Bangladesh	Online Interaction
25	Khowaighat	Tripura	Bangladesh	Online Interaction
26	Muhurighat	Tripura	Bangladesh	Online Interaction
27	Birpara	West Bengal	Bhutan	Online Interaction
28	Chamurchi	West Bengal	Bhutan	Online Interaction
29	Kulkuli	West Bengal	Bhutan	Online Interaction
30	Garbyang	Uttarakhand	China	Online Interaction

S.No.	LCS Name	State	Bordering Country	Mode of Survey
31	Nampong	Arunachal Pradesh	Myanmar	Online Interaction
32	Gauriphanta	Uttar Pradesh	Nepal	Online Interaction
33	Kunaili	Bihar	Nepal	Online Interaction
34	Laukaha	Bihar	Nepal	Online Interaction
35	Pipraun	Bihar	Nepal	Online Interaction
36	Dharchula	Uttarakhand	Nepal	Online Interaction
37	Jhulaghat	Uttarakhand	Nepal	Online Interaction
38	Adoosa	Jammu & Kashmir	Pakistan	Online Interaction
39	Munabao Railway Station	Rajasthan	Pakistan	Online Interaction
40	Chakan da Bagh	Jammu & Kashmir	Pakistan	Online Interaction
41	Teetwal	Jammu & Kashmir	Pakistan	Online Interaction

Summary of field survey and online interaction is given in Section 6.3.3 and Section 6.3.4 respectively.

Final Phasing and Staging is done by incorporating the insights and analysis from the site visits and interactions



# Analysis



## Approach for evaluating performance of shortlisted LCS

To find the overall performance of each LCS, 20 parameters were clubbed into eight broad indicators comprising of Export & Import, Connectivity, Immigration, International Treaties & Agreements, Infrastructure availability, Industry & Market, Region and Tourism. The purpose of each of these indicators is as follows:

- ▶ **Export & Import:** To Identify LCS which have high trade or future trade potentials
- ▶ **Connectivity:** To identify LCS which have better connectivity facilities for smooth movement of cargo or passenger
- ▶ **Immigration:** To identify LCS which are Immigration Check Post or have free passenger movement
- ▶ **International Treaties & Agreements:** To identify LCS which benefits from the treaties and agreements shared by India and the bordering country
- ▶ **Infrastructure Availability:** To identify LCS which have supporting infrastructure for movement of cargo or passenger
- ▶ **Industry & Market:** To Identify LCS which have presence of industries and market in proximity
- ▶ **Region:** To identify LCS which are in North Eastern region of the country
- ▶ **Tourism:** To identify LCS which have higher places of tourist attraction in the proximity

Out of these eight indicators, the LCS with maximum positive occurrence depicted through 'Yes' have been prioritized and ranked. Figure below depicts eight indicators for evaluating performance of LCS.

Figure 5: Eight indicators for evaluating performance of LCS



### Indicators



#### 01 ▶ Export & Import

LCS considered: average yearly trade greater than INR 50 crores and trade consistency in last two year



#### 02 ▶ Connectivity

LCS considered: better connectivity through preferred route (Road or River or Rail)



#### 03 ▶ Immigration

LCS considered: Immigration Check Post or free passenger movement through LCS



#### 04 ▶ International Treaties & Agreements

LCS considered: having favourable Treaties & Agreements with the bordering nation



#### 05 ▶ Infrastructure Available

LCS considered: better infrastructure at LCS are prioritised



#### 06 ▶ Industry & Market

LCS considered: industry within 40 kms and market Clusters within 80 kms of LCS



#### 07 ▶ Region

LCS considered: North eastern region located LCS are prioritised



#### 08 ▶ Tourism

LCS considered: more places of attraction in the vicinity of LCS

Table below depicts performance of each LCS on the above-mentioned indicators. It should be noted that this table doesn't depict ranks of the LCS. LCS with same 'Number of Category Topped' are arranged in alphabetical order. Analysis from this table has been detailed in Section 4 of this report.

Table 10: LCS performance on the identified indicators

Bordering Country	Name of LCS	State	Indicator 1- EXIM	Indicator 2- Connectivity	Indicator 3- Immigration	Indicator 4- Agreement, Schemes, Political Relation	Indicator 5- Infra-structure	Indicator 6- Market/ Industry	Indicator 7- Region (NER Region)	Indicator 8- Tourism	Number of Category Topped
Nepal	Barhni	Uttar Pradesh	Yes	Yes		Yes	Yes	Yes		Yes	6
Bhutan	Birpara	West Bengal	Yes	Yes		Yes	Yes	Yes		Yes	6
Bhutan	Darranga	Assam	Yes	Yes		Yes	Yes	Yes	Yes		6
Bangladesh	Golakganj	Assam		Yes		Yes	Yes	Yes	Yes	Yes	6
Nepal	Bairgania	Bihar	Yes			Yes	Yes	Yes		Yes	5
Nepal	Bhimnagar	Bihar	Yes	Yes		Yes	Yes	Yes			5
Bangladesh	Dhalaighat	Tripura		Yes	Yes	Yes			Yes	Yes	5
Bangladesh	Dhubri Steamer Ghat	Assam		Yes		Yes		Yes	Yes	Yes	5
Bangladesh	Gede Railway Station	West Bengal	Yes	Yes	Yes	Yes		Yes			5
Bangladesh	Kailashahar	Tripura		Yes	Yes	Yes		Yes	Yes		5
Nepal	Khunwa	Uttar Pradesh	Yes	Yes		Yes		Yes		Yes	5

Bordering Country	Name of LCS	State	Indicator 1- EXIM	Indicator 2- Connectivity	Indicator 3- Immigration	Indicator 4- Agreement, Schemes, Political Relation	Indicator 5- Infra-structure	Indicator 6- Market/ Industry	Indicator 7- Region (NER Region)	Indicator 8- Tourism	Number of Category Topped
Bangladesh	Mankachar	Assam		Yes	Yes	Yes	Yes		Yes		5
Nepal	Sonabarsa	Bihar	Yes	Yes		Yes	Yes	Yes			5
Pakistan	Attari railway station	Punjab			Yes		Yes	Yes		Yes	4
Bhutan	Chamurchi	West Bengal	Yes			Yes	Yes	Yes			4
Bangladesh	Dalu	Meghalaya			Yes	Yes		Yes	Yes		4
Nepal	Galgalia	Bihar		Yes		Yes	Yes	Yes			4
Nepal	Gauriphanta	Uttar Pradesh	Yes		Yes	Yes	Yes				4
Bhutan	Hatisar	Assam		Yes		Yes		Yes	Yes		4
Bangladesh	Hemnagar	West Bengal	Yes	Yes		Yes	Yes				4
Nepal	Jayanagar	Bihar	Yes			Yes	Yes	Yes			4
Bangladesh	Muhurighat	Tripura		Yes	Yes	Yes			Yes		4
Bangladesh	Nischintapur	Tripura		Yes		Yes		Yes	Yes		4
Bangladesh	Old Raghna Bazar	Tripura			Yes	Yes		Yes	Yes		4
Bhutan	RangaPani (Kamarswis a)	Assam	Yes			Yes	Yes		Yes		4



Bordering Country	Name of LCS	State	Indicator 1- EXIM	Indicator 2- Connectivity	Indicator 3- Immigration	Indicator 4- Agreement, Schemes, Political Relation	Indicator 5- Infra-structure	Indicator 6- Market/ Industry	Indicator 7- Region (NER Region)	Indicator 8- Tourism	Number of Category Topped
Bangladesh	Shella Bazar	Meghalaya	Yes			Yes			Yes	Yes	4
Nepal	Thoothibai	Uttar Pradesh		Yes		Yes	Yes			Yes	4
Bangladesh	Singabad Railway Station	West Bengal	Yes	Yes		Yes				Yes	4
Myanmar	Zokhawthar	Mizoram			Yes	Yes			Yes	Yes	4
Myanmar	Zorinpui	Mizoram			Yes	Yes			Yes	Yes	4
Bangladesh	Baghmara	Meghalaya		Yes		Yes			Yes		3
Bangladesh	Balat	Meghalaya				Yes			Yes	Yes	3
Bangladesh	Bholaganj	Meghalaya	Yes			Yes			Yes		3
Bangladesh	Borsora	Meghalaya	Yes			Yes			Yes		3
Nepal	Dharchula	Uttarakhand		Yes		Yes	Yes				3
Bangladesh	Ghasuapara	Meghalaya	Yes			Yes			Yes		3
Bangladesh	Haldibari	West Bengal		Yes		Yes		Yes			3
Nepal	Jhulaghat	Uttarakhand		Yes		Yes	Yes				3
Nepal	Kakrawah	Uttar Pradesh				Yes		Yes		Yes	3
Bangladesh	Kalachar	Meghalaya				Yes			Yes	Yes	3

Bordering Country	Name of LCS	State	Indicator 1- EXIM	Indicator 2- Connectivity	Indicator 3- Immigration	Indicator 4- Agreement, Schemes, Political Relation	Indicator 5- Infra-structure	Indicator 6- Market/ Industry	Indicator 7- Region (NER Region)	Indicator 8- Tourism	Number of Category Topped
Bangladesh	Khowaighat	Tripura			Yes	Yes			Yes		3
Nepal	Laukaha	Bihar		Yes		Yes	Yes				3
Bhutan	Looksan	West Bengal				Yes	Yes	Yes			3
Bangladesh	Mahendraganj	Meghalaya				Yes		Yes	Yes		3
Nepal	Pipraun	Bihar		Yes		Yes	Yes				3
Bangladesh	Radhikapur Railway Station	West Bengal			Yes	Yes		Yes			3
Nepal	Sikta	Bihar				Yes	Yes			Yes	3
Nepal	Sukhia Pokhari	West Bengal		Yes		Yes				Yes	3
Nepal	Kunaili	Bihar		Yes		Yes					2
Myanmar	Avangkhu	Nagaland				Yes			Yes		2
Bangladesh	Demagiri	Mizoram				Yes			Yes		2
Pakistan	Hussainiwalla	Punjab		Yes						Yes	2
Nepal	Jarwa	Uttar Pradesh				Yes				Yes	2
Myanmar	Longwa	Nagaland				Yes			Yes		2

Bordering Country	Name of LCS	State	Indicator 1- EXIM	Indicator 2- Connectivity	Indicator 3- Immigration	Indicator 4- Agreement, Schemes, Political Relation	Indicator 5- Infra-structure	Indicator 6- Market/ Industry	Indicator 7- Region (NER Region)	Indicator 8- Tourism	Number of Category Topped
Pakistan	Munabao Railway Station	Rajasthan			Yes					Yes	2
Bhutan	Nagarkata	West Bengal				Yes		Yes			2
Myanmar	Nampong	Arunachal Pradesh				Yes			Yes		2
China	Sherathang (Nathu La)	Sikkim	Yes						Yes		2
Bhutan	Ultapani	Assam				Yes			Yes		2
Nepal	Valmikinagar	Bihar				Yes				Yes	2
Pakistan	Adoosa	Jammu & Kashmir		Yes							1
Pakistan	Chakan-Da-Bagh	Jammu & Kashmir		Yes							1
Bhutan	Kulkuli	West Bengal				Yes					1
Pakistan	Teetwal	Jammu & Kashmir		Yes							1
China	Village Namgaya	Himachal Pradesh									-
China	Garbyang	Uttarakhand									-

## Key Insights

Figure 6: Key insights from analysis conducted

### Trade Through LCS

Average last 3 years

**~5480 crores**

through 66 LCS

90% of the export and 10% import

Average

**~83 crores per LCS**

**CAGR: 16%** past 3 years

### Immigration Through Check Posts

**~4,00,000**

Immigrations per year through  
14 Immigration check posts

On **7** bordering nations  
across **15** states of India

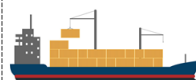
### Connectivity

Connecting India to bordering countries  
and other Southeast Asian countries



**Land**, creating road network for  
easy accessibility and last mile  
connectivity for cross border trade  
and passenger

**Railway Siding**,  
economical means to transport  
high volume of cargo



**Ports & National  
Waterway**, creating better  
and economical connectivity with  
Southeast Asian countries

### International Treaties & Agreement

#### Bi Lateral Free Trade Agreement

- ▶ India - Nepal Trade Agreement

#### Transport Agreements

- ▶ Kaladan Multi-Modal Transit Transport Project
- ▶ Protocol for Inland Water Trade & Transit
- ▶ India-Nepal Railway Service Agreement
- ▶ Other Transport Agreement and MoUs

#### Multi- Lateral Free Trade Agreement

- ▶ Asia-Pacific Trade Area (APTA)
- ▶ Association of Southeast Asian Nations (ASEAN)
- ▶ South Asia Free Trade Area (SAFTA)
- ▶ BBIN MVA
- ▶ BIMSTEC

#### Treaty on Perpetual Peace and Friendship

### Need for upgradation



**Rented Buildings** of  
LCS (Cargo & Passenger  
Terminal)



**Lack of Warehouse**,  
Sheds, Quarantine Blocks at LCS



**Basic amenities  
lacking** like medical facility,  
electricity backup etc.



**Limited surveillance**  
/CCTVs at the LCS



Absence of **Weigh  
Bridges**



Limited **Internet  
Connectivity**



# Phasing & Staging

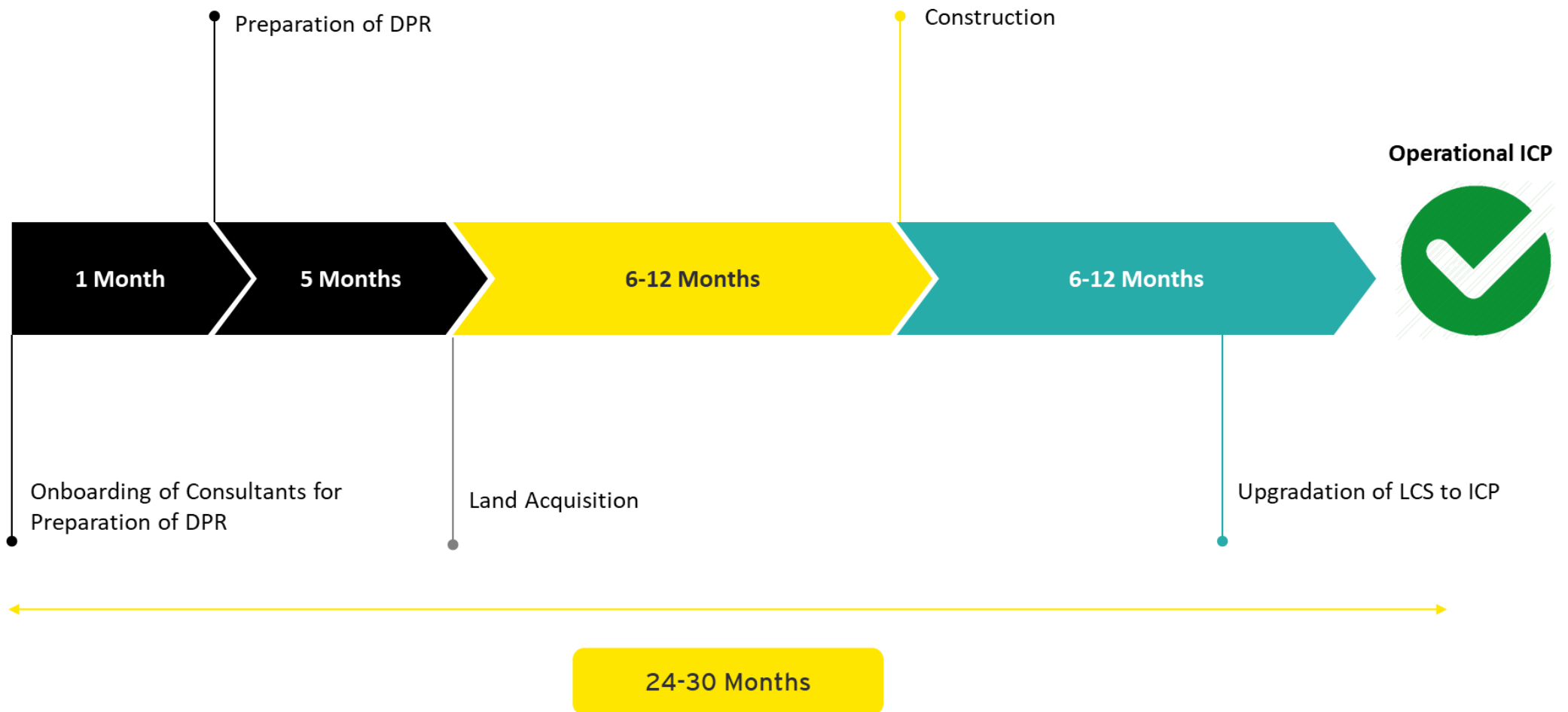


## 4.1 Phasing

### 4.1.1 Timeline for a typical LCS upgradation

Figure below depicts the timeline for a typical LCS upgradation to ICP.

Figure 7: Timeline for a typical LCS upgradation to ICP

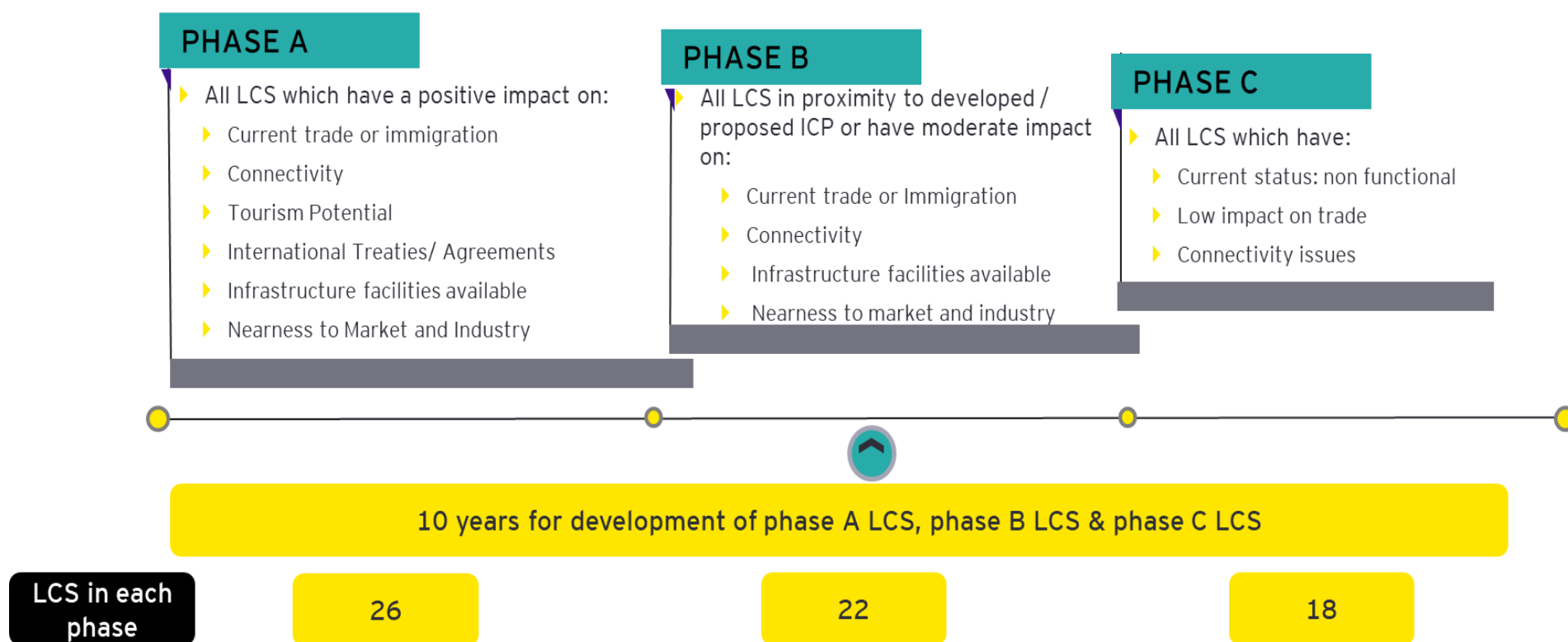


#### 4.1.2 Phase wise approach to upgrade LCS to ICP

- ▶ Due to limitation of manpower, material and resources, all 66 identified LCS cannot be upgraded at one go. Therefore, phase wise approach should be followed to upgrade these LCS.
- ▶ Based on the performance on eight indicators, LCS have been grouped into three phases: phase A, phase B and phase C.

Figure below depicts the details of the phase wise upgradation of LCS

Figure 8: Phase wise upgradation of LCS

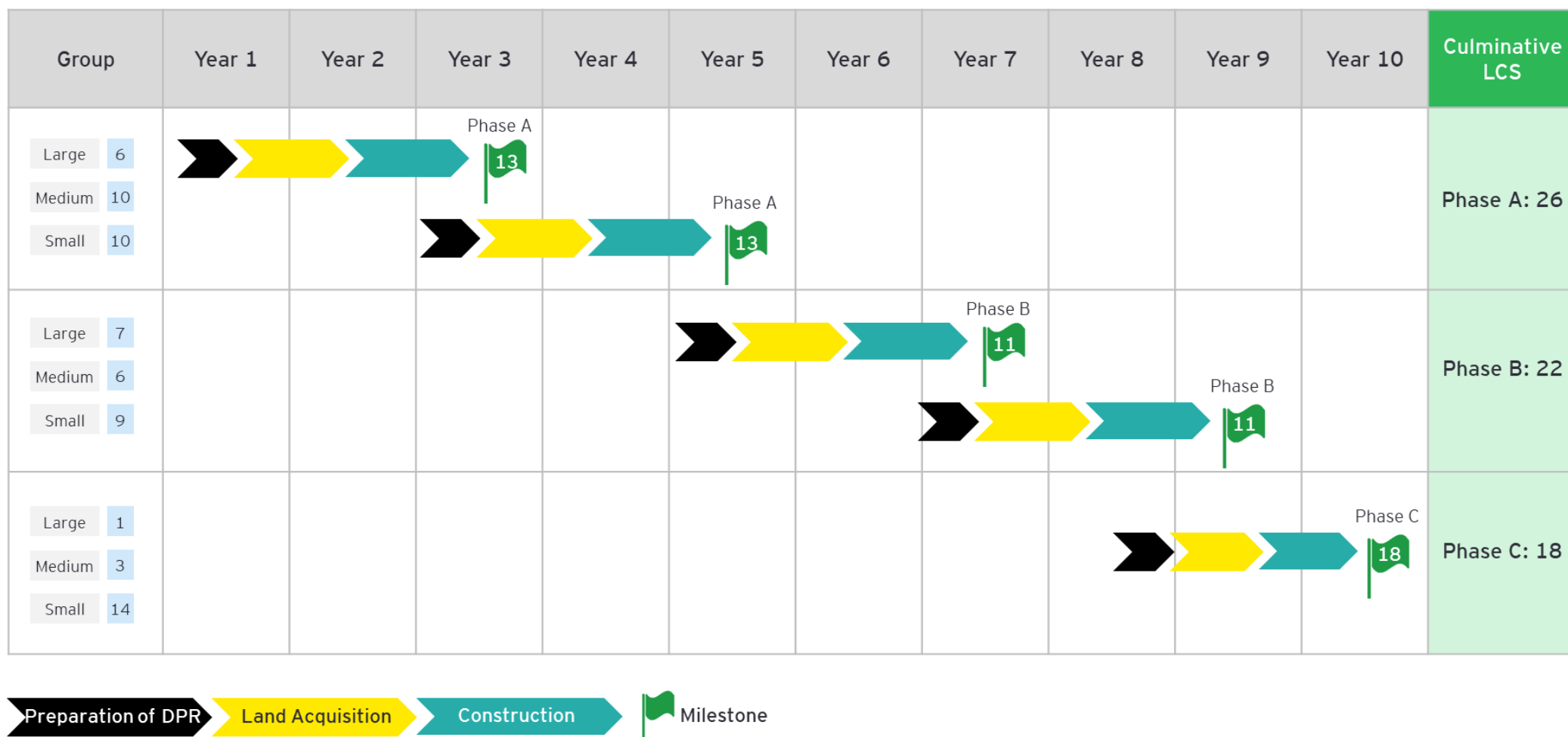




#### 4.1.3 Tentative Timelines for development of phase A, phase B and phase C

The Gantt chart below depicts tentative timelines for development of 26 phase A LCS and basic infrastructure of 22 phase B LCS and 18 phase C LCS

Figure 9: Tentative timelines for development of Phase A, B and C LCS



## 4.2 Staging

Staging covers the infrastructure requirement at LCS to be upgraded into ICP. As mentioned in Section 4.1.2, all LCS are divided into three Phases (A, B and C). Within Phasing, all LCS are categorized (large, medium, and small) based on the level of infrastructure to be developed according to its trade and immigration potential.

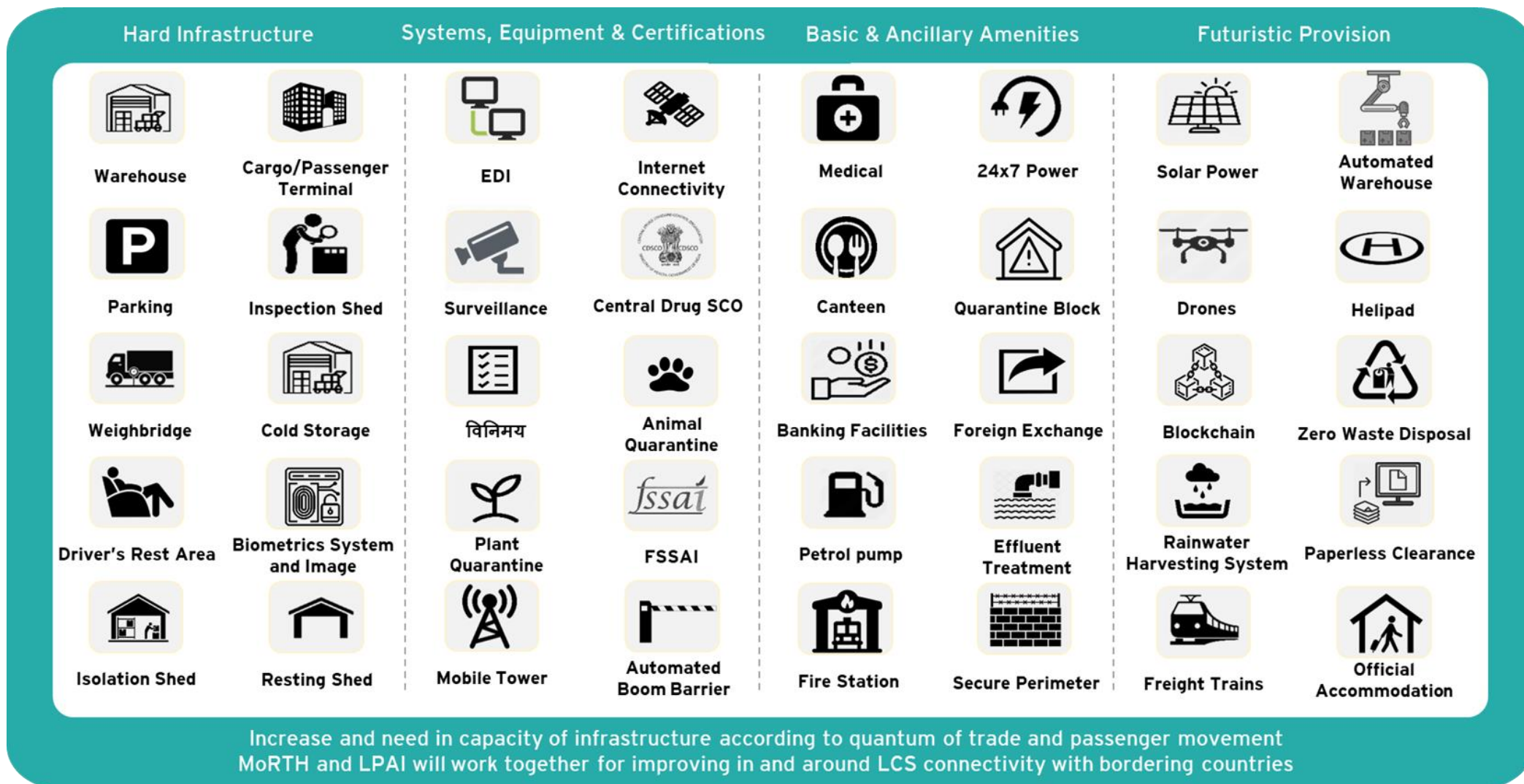
Figure 10: Details of the different stages of LCS

		Criteria	Infrastructure
1	Large LCS in large category	LCS having either <ul style="list-style-type: none"> <li>▶ High trade and Immigration</li> <li>▶ Good future growth potential</li> <li>▶ Consistency in trade and immigration</li> </ul>	All LCS in large category to have required infrastructure of an ICP listed below, additional facilities provided to medium and include driver/porter rest area, Containerized cargo area, railway siding for freight, postal services, shops, VIP lounge, guest houses
2	Medium LCS in medium category	LCS having either <ul style="list-style-type: none"> <li>▶ Moderate Trade and Immigration</li> <li>▶ Moderate future potential</li> <li>▶ Consistency in trade and immigration</li> </ul>	All LCS in medium category to have required infrastructure of an ICP listed below and include Landscaping, Guest house, cafeteria, staff parking, Full body truck scanner  For daily immigration more than 100, infrastructure required: Bus shed, Baggage scanner
3	Small LCS in small category	LCS having either <ul style="list-style-type: none"> <li>▶ Low Trade and Immigration</li> <li>▶ Only Immigration Check Post</li> </ul>	All LCS in small category to have the required infrastructure of an ICP listed below

## Comprehensive list for Infrastructure of ICP

Figure below depicts the required infrastructure for an ICP

Figure 11: Required infrastructure for an ICP



1. Infrastructure that could be provided to proposed ICPs according to requirement is updated post discussion with stakeholder
2. MoRTH is developing international connectivity highways under Bharat Mala Pariyojana. They have offered helping hand to LPAI so that international connectivity with bordering countries in and around LCS can be improved.

### 4.3 LCS categorized in Phased and Staged manner

It should be noted that categorization of LCS has been done on the following basis:

- ▶ Based on Analysis in Section 3, LCS with higher 'Number of Category Topped' has been prioritized
- ▶ LCS which have limited performance in terms of trade & immigration and are near to existing or proposed ICP have not been prioritized
- ▶ Among the shortlisted LCS, there are certain clusters of regions which have multiple LCS within the range of 100 kms. In such cases, the best performing LCS as per the analysis has been given the priority
- ▶ LCS with challenging or complex bordering country relations have not been prioritized in the initial phases

For Phasing, each LCS was given a rating (1 to 8) based on eight indicators. These are Export & Import, Connectivity, Immigration, Treaties/Agreements, Available Infrastructure, Region, Tourism and Nearness to Market/Industry. (Refer to section 3)

Below criteria was followed:

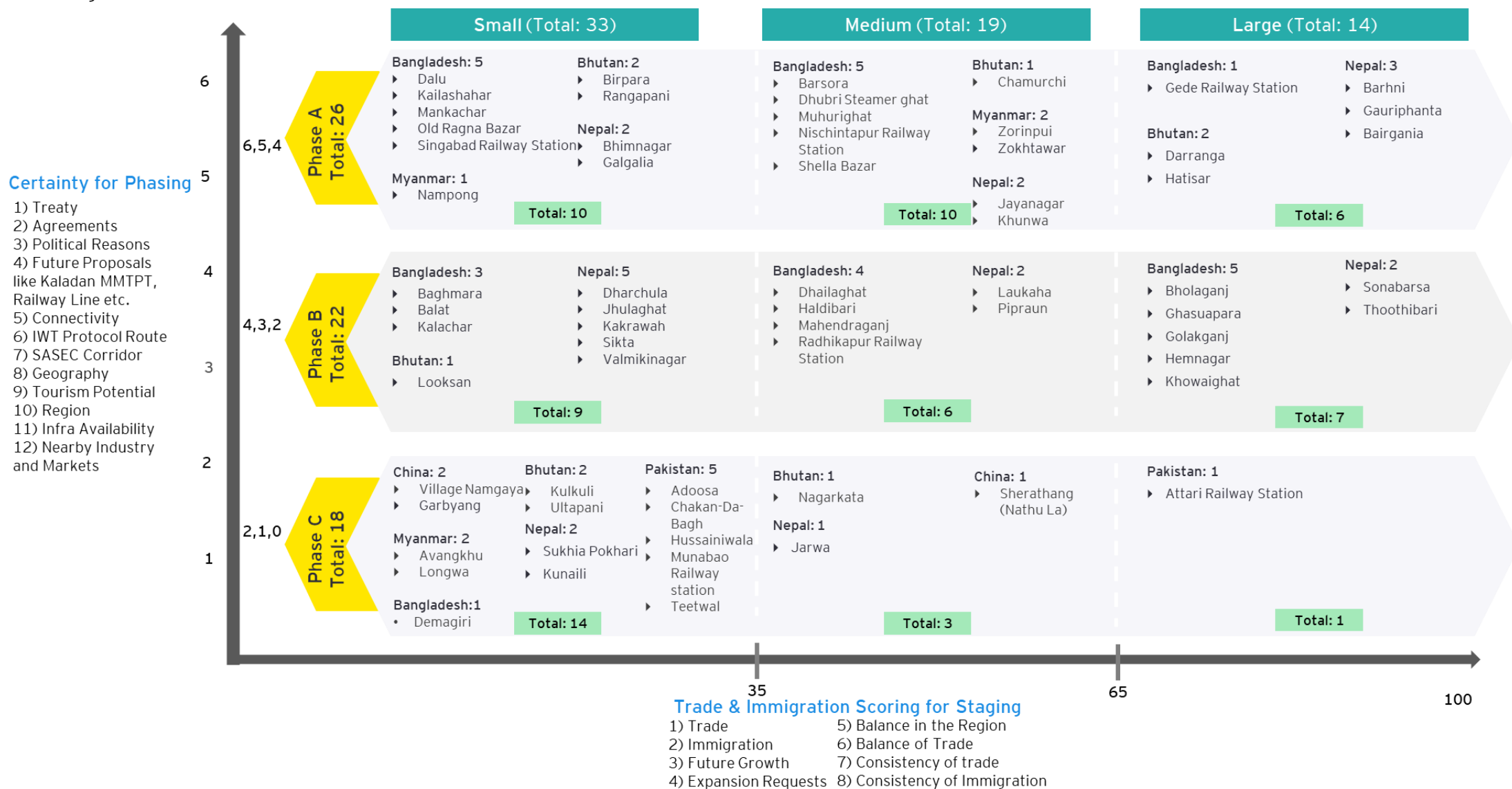
- ▶ LCS which topped in six, five or four (6,5,or 4) of these categories were prioritized in Phase A
- ▶ LCS which topped in four, three or two categories (4,3,or 2) were prioritized in Phase B
- ▶ LCS which topped in two, one or none of the categories (2,1, or 0) were placed in Phase C.

For Staging, each LCS was given a score out of 100 based on its performance on trade and immigration. (For scoring criteria, refer to section 2.2.2.1 for trade and 2.2.2.2 for immigration)

Below criteria was followed:

- ▶ LCS in score range 65-100 was categorized as Large
- ▶ LCS in score range 35-65 was categorized as Medium
- ▶ LCS in score range 0-35 was categorized as Small

Figure 12: LCS matrix



Below are some of the LCS which are an exception to the criteria followed above:

*Table 11: Exceptions to Phasing and Staging*

S.No.	LCS Name	Bordering Nation	Original Matrix	Final Matrix	Remarks
1	Birpara	Bhutan	Phase A Medium	Phase A Small	Very close proximity to already functional ICP Jaigaon and LCS Chamurchi which is better performing
2	Rangapani	Bhutan	Phase A Medium	Phase A Small	Close proximity to LCS Hatisar and LCS Darranga which are high performing
3	Singabad	Bangladesh	Phase A Medium	Phase A Small	As per our visit to LCS Singabad Railway Station, it has limited option of expansion and it is complimented by Malda Railway station and nearby upcoming ICP Mahadipur
4	Bhimnagar	Nepal	Phase A Medium	Phase A Small	Near to existing ICP Jogbani around 50kms
5	Khunwa	Nepal	Phase A Large	Phase A Medium	Very close proximity 30kms to LCS Barhni which is better performing and already has PGAs in the campus
6	Dhubri Steamer Ghat	Bangladesh	Phase A Small	Phase A Medium	Planned as multi modal hub and recommended by IWAI and other stakeholders
7	Chamurchi	Bhutan	Phase A Large	Phase A Medium	Very close proximity to already ICP Jaigaon



S.No.	LCS Name	Bordering Nation	Original Matrix	Final Matrix	Remarks
8	Bairgania	Nepal	Phase A Medium	Phase A Large	Opposite side LCS Gaur has good level of infrastructure like parking, warehouse, PGAs etc. LCS Bairgania needs to compliment Nepal side for better trade
9	Khowaighat	Bangladesh	Phase B Medium	Phase B Large	It is among the LCS having both ongoing immigration and trade. It also falls in the SASEC Route
10	Attari Railway Station	Pakistan	Phase A Medium	Phase C Large	Potential to replace Amritsar Railway Station Customs and support ICP Attari
11	Nampong	Myanmar	Phase B Small	Phase A Small	Recommendation from Govt. of Arunachal Pradesh and Niti Ayog
12	Nischintapur	Bangladesh	Phase A Small	Phase A Medium	Railway Siding shall be operational at Nischintapur which may led to large trade activity in future
13	Haldibari	Bangladesh	Phase B Small	Phase B Medium	Recommended from stakeholders as Railway line shall be operational between Haldibari-Chilahati and railway siding shall be set up in future
14	Golakganj	Bangladesh	Phase A Small	Phase B Large	LCS Golakganj is in close proximity to LCS Dhubri and later can supplement Dhubri as it has good level of certainty
15	Sonabarsa	Nepal	Phase A Large	Phase B Large	LCS Sonabarsa is in close proximity to upcoming ICP Bhitamore hence, taken in Phase B








S.No.	LCS Name	Bordering Nation	Original Matrix	Final Matrix	Remarks
16	Jarwa	Nepal	Phase C Small	Phase C Medium	LCS Jarwa may be developed as Multi modal with railway line nearby and support nearby ~150kms ICP Sunauli and Rupaidiha in future

## 4.4 Cost Estimation

### 4.4.1 Cost Estimation of Development

Below is the estimated cost of development of large, medium and small/basic level of infrastructure at LCS

Table 12 Estimated cost of development of LCS into large, medium and small level of ICP

Cost Head	Large (INR Crores)	Medium (INR Crores)	Small/Basic (INR Crores)
 Land Acquisition & Resettlement	25 - 37	15 - 22	6 - 12
 Infrastructure and Development Works	48 - 72	29 - 43	12 - 24
 Mechanical, Electrical & Plumbing	7 - 10	4 - 6	2 - 3
 Information and Communications Technology, Systems	7 - 10	4 - 6	2 - 3
 Maintenance & Operations Cost	5 - 7	3 - 4	1 - 2
 Consulting Services (Project Management Consulting and Construction Supervision Consulting)	3 - 4	2 - 3	1 - 2
 Contingency Cost	5 - 7	3 - 4	1 - 2
<b>Total Estimated Cost</b>	<b>100 - 150</b>	<b>60 - 90</b>	<b>25 - 50</b>

#### 4.4.2 Total Cost Estimation for Development

Table below depicts total cost <sup>24</sup> estimated for shortlisted 66 LCS in span of 10 years

Table 13: Total cost estimated for 66 LCS in span of 10 years

All values are in INR crores

	Large		Medium		Small		Total	
	Count	Cost	Count	Cost	Count	Cost	Cumulative	Cost
Year 1		60		60		30	-	150
Year 2		131		131		65	-	327
Year 3	3	188	5	188	5	93	13	468
Year 4		188		188		93	13	468
Year 5	3	239	5	209	5	107	26	554
Year 6		270		122		80	26	471
Year 7	4	249	3	123	4	110	37	483
Year 8		209		125		165	37	500
Year 9	3	138	3	138	8	223	51	500
Year 10	1	79	3	142	11	256	66	477
<b>Total</b>	<b>14</b>	<b>1750</b>	<b>19</b>	<b>1425</b>	<b>33</b>	<b>1221</b>	<b>66</b>	<b>4396</b>

<sup>24</sup> Section includes capital cost for development of LCS

As per suggested from Niti Aayog via email dated 16<sup>th</sup> November 2020, TCO model will be taken into consideration while implementing the detailed development of LCS. Considering sovereign functions of Land Ports on strategically sensitive borders, it is intended to undertake the construction of ICPs with Government funding.

## 5. Best Practices for cross border trade through land

As part of evaluation study, EY undertook desk research for identifying best practices in managing the land port operations. Best practices of China, European Union Hong Kong and Thailand\* were identified which were mapped with reference to following broad points

Figure 13: Best practices that can be adopted from China, European Union, Hong Kong and Thailand





# Annexure



## 6.1 Scoring

Table 14: Scores (out of 100) allotted to each LCS from the considered parameter

LCS in India	State	Bordering Country	Export & Import	Immigration	Nearness to Bus station	Nearness to Railway	Nearness to Highway	Nearness to Port	Nearness to Airport	Nearness to River/ Inland Waterways	Nearness to SEZ/ICD	Nearness to District Headquarters and Hospital	Infrastructure Availability	Treaty, Schemes	Socio-economic Cultural	Market Cluster	Major/ Minor Industry	Tourism	Geographic conditions	Region
Dhubri Steamer Ghat	Assam	Bangladesh	0.0		100.0	86.5	86.5	20.0	100.0	100.0	5.0	100.0	33.0	80.0	72.1	70.0	48.8	100.0	87.2	Yes
Golakganj	Assam	Bangladesh	43.8		100.0	86.5	88.0	20.0	100.0	100.0	5.0	77.5	66.0	80.0	72.1	100.0	48.8	100.0	87.2	Yes
Mankachar	Assam	Bangladesh	31.0	20.2	80.0	18.5	86.5	40.0	100.0	100.0	5.0	100.0	66.0	80.0	57.4	0.0	7.8	33.0	91.4	Yes
Baghmara	Meghalaya	Bangladesh	14.3		100.0	10.0	86.5	40.0	40.0	100.0	5.0	100.0	0.0	80.0	54.6	90.0	15.3	66.0	88.3	Yes
Balat	Meghalaya	Bangladesh	0.0		40.0	5.8	85.5	20.0	80.0	10.0	5.0	32.5	0.0	80.0	61.7	50.0	9.5	100.0	81.1	Yes
Barsora	Meghalaya	Bangladesh	68.3		80.0	5.8	86.5	40.0	60.0	30.0	5.0	25.0	33.0	80.0	67.7	30	30	100.0	88.3	Yes
Bholaganj	Meghalaya	Bangladesh	53.8		80.0	5.8	88.5	40.0	80.0	50.0	5.0	50.0		80.0	61.7	50.0	55.8	100.0	81.1	Yes
Dalu	Meghalaya	Bangladesh	19.3	25.1	100.0	10.0	86.5	40.0	60.0	50.0	5.0	62.5	33.0	80.0	58.9	90.0	55.8	66.0	92.3	Yes
Ghasuapara	Meghalaya	Bangladesh	68.3		80.0	5.8	78.0	40.0	60.0	50.0	5.0	50.0	0.0	80.0	54.6	80.0	39.8	33.0	92.5	Yes
Kalachar	Meghalaya	Bangladesh	16.0		80.0	10.0	69.5	40.0	80.0	70.0	5.0	55.0	0.0	80.0	58.9	90.0	14.5	100.0	92.3	Yes
Mahendraganj	Meghalaya	Bangladesh	33.8		100.0	10.0	86.5	40.0	80.0	70.0	5.0	47.5	0.0	80.0	58.9	90.0	40.0	33.0	96.5	Yes
Shella Bazar	Meghalaya	Bangladesh	65.0		10.0	5.8	94.0	40.0	80.0	30.0	5.0	55.0	33.0	80.0	59.2	70.0	13.3	100.0	81.1	Yes
Demagiri	Mizoram	Bangladesh	0.0		100.0	5.8	86.5	10.0	40.0	30.0	5.0	47.5	0.0	80.0	58.6	50.0	16.3	33.0	90.1	Yes
Dhalaighat	Tripura	Bangladesh	0.0	25.8	100.0	52.5	86.5	60.0	100.0	30.0	5.0	62.5	0.0	80.0	58.4	50.0	21.0	100.0	92.5	Yes
Kailashahar	Tripura	Bangladesh	0.0	51.0	100.0	71.0	86.5	60.0	80.0	30.0	5.0	77.5	0.0	80.0	55.8	90.0	48.3	66.0	89.5	Yes
Howaighat	Tripura	Bangladesh	11.0	34.2	100.0	69.5	86.5	60.0	100.0	50.0	6.5	100.0	0.0	80.0	55.8	50.0	44.0	33.0	92.5	Yes
Muhurighat	Tripura	Bangladesh	33.8	45.4	100.0	86.5	69.5	100.0	100.0	70.0	14.5	100.0	33.0	80.0	62.3	50.0	21.0	66.0	92.5	Yes



## Land Customs Station Evaluation Report

LCS in India	State	Bordering Country	Export & Import	Immigration	Nearness to Bus station	Nearness to Railway	Nearness to Highway	Nearness to Port	Nearness to Airport	Nearness to River/ Inland Waterways	Nearness to SEZ/ICD	Nearness to District Headquarters and Hospital	Infrastructure Availability	Treaty, Schemes	Socio-economic Cultural	Market Cluster	Major/ Minor Industry	Tourism	Geographic conditions	Region
Nischintapur Railway Station	Tripura	Bangladesh	0.0		100.0	86.5	78.0	80.0	100.0	50.0	14.5	77.5	0.0	80.0	74.2	90	90	100.0	96.5	Yes
Old Raghna Bazar	Tripura	Bangladesh	31.0	27.2	100.0	94.0	78.0	40.0	80.0	50.0	5.0	100.0	0.0	80.0	60.9	90.0	44.0	33.0	85.3	Yes
Gede Railway Station	West Bengal	Bangladesh	75.0		80.0	100.0	74.0	100.0	80.0	50.0	9.5	70.0	33.0	80.0	60.9	90.0	88.0	33.0	93.4	
Haldibari	West Bengal	Bangladesh	0.0		100.0	91.0	43.0	20.0	100.0	30.0	23.0	32.5	0.0	80.0	52.3	70	70	66.0	75.9	
Hemnagar	West Bengal	Bangladesh	71.3		80.0	11.5	91.0	100.0	80.0	100.0	9.5	25.0	66.0	80.0	63.0	60.0	7.3	66.0	92.4	
Radhikapur Railway Station	West Bengal	Bangladesh	36.3	42.6	100.0	100.0	71.0	40.0	60.0	30.0	5.0	40.0	33.0	80.0	62.5	90.0	76.5	33.0	92.4	
Singabad Railway Station	West Bengal	Bangladesh	68.3		100.0	100.0	56.8	60.0	40.0	100.0	5.0	77.5	33.0	80.0	64.6	70.0	23.5	100.0	92.4	
Darranga	Assam	Bhutan	66.3		100.0	52.5	91.0	20.0	80.0	70.0	5.0	77.5	66.0	75.0	60.6	100.0	89.8	33.0	83.2	Yes
Hatisar	Assam	Bhutan	71.25		60.0	52.5	86.5	20.0	80.0	50.0	5.0	50.0	0.0	75.0	64.9	70.0	61.3	33.0	76.0	Yes
RangaPani (Kamarswisa)	Assam	Bhutan	50.0		100.0	52.5	91.0	10.0	80.0	50.0	5.0	65.0	66.0	75.0	60.6	50.0	86.0	33.0	83.2	Yes
Ultapani	Assam	Bhutan	0.0		60.0	52.5	56.8	20.0	80.0	50.0	5.0	40.0	0.0	75.0	67.0	80.0	62.8	33.0	80.8	Yes
Birpara	West Bengal	Bhutan	63.8		100.0	88.0	91.0	20.0	100.0	30.0	5.0	62.5	66.0	75.0	76.8	80.0	79.3	100.0	80.2	
Chamurchi	West Bengal	Bhutan	71.3		100.0	88.0	85.5	20.0	80.0	50.0	5.0	50.0	66.0	75.0	76.8	100.0	89.5	66.0	81.2	
Kulkuli	West Bengal	Bhutan	11.0		100.0	69.5	56.8	20.0	100.0	50.0	5.0	62.5	33.0	75.0	76.8	50.0	22.3	33.0	80.2	
Looksan	West Bengal	Bhutan	25.0		100.0	88.0	94.0	20.0	100.0	50.0	23.0	62.5	66.0	75.0	76.8	100.0	89.5	33.0	81.2	

## Land Customs Station Evaluation Report

LCS in India	State	Bordering Country	Export & Import	Immigration	Nearness to Bus station	Nearness to Railway	Nearness to Highway	Nearness to Port	Nearness to Airport	Nearness to River/ Inland Waterways	Nearness to SEZ/ICD	Nearness to District Headquarters and Hospital	Infrastructure Availability	Treaty, Schemes	Socio-economic Cultural	Market Cluster	Major/ Minor Industry	Tourism	Geographic conditions	Region
Nagarkata	West Bengal	Bhutan	11.0		100.0	88.0	94.0	20.0	100.0	50.0	23.0	62.5	0.0	75.0	76.8	70.0	89.5	33.0	81.2	
Village Namgaya	Himachal Pradesh	China	16.8		100.0	5.8	78.0	10.0	20.0	100.0	14.5	55.0	0.0	60.0	52.6	40.0	5.0	66.0	91.5	
Sherathang (Nathu La)	Sikkim	China	50.8		60.0	10.0	88.0	10.0	100.0	10.0	14.5	40.0	0.0	60.0	48.7	40.0	52.8	66.0	84.5	Yes
Garbyang	Uttarakhand	China	16.8		80.0	5.8	56.8	10.0	100.0	10.0	5.0	20.0	0.0	60.0	46.7	0.0	2.3	33.0	75.0	
Nampong	Arunachal Pradesh	Myanmar	0.0		20.0	11.5	86.5	10.0	60.0	30.0	5.0	10.0	0.0	66.7	58.9	40.0	22.8	66.0	82.5	Yes
Zokhawthar	Mizoram	Myanmar	33.8		60.0	5.8	10.0	10.0	40.0	10.0	5.0	65.0	33.0	66.7	60.0	40.0	18.0	33.0	96.5	Yes
Zorinpui	Mizoram	Myanmar	0.0		10.0	5.8	56.8	10.0	20.0	10.0	5.0	20.0	0.0	66.7	64.9	0.0	0.0	33.0	96.5	Yes
Avangkhu	Nagaland	Myanmar	0.0		10.0	5.8	5.8	10.0	20.0	10.0	5.0	10.0	0.0	66.7	53.5	20.0	0.0	66.0	90.8	Yes
Longwa (Mon District)	Nagaland	Myanmar	0.0		40.0	10.0	35.5	10.0	60.0	30.0	5.0	60.0	0.0	66.7	57.3	20.0	0.0	66.0	78.5	Yes
Bairganja	Bihar	Nepal	50.8		100.0	91.0	80.0	10.0	60.0	50.0	5.0	77.5	66.0	91.7	68.9	100.0	71.8	100.0	87.2	
Bhimnagar	Bihar	Nepal	57.5		100.0	54.0	88.0	20.0	40.0	100.0	5.0	62.5	66.0	91.7	59.1	80.0	70.0	33.0	87.2	
Galgalia	Bihar	Nepal	33.3		100.0	100.0	100.0	40.0	100.0	100.0	45.5	62.5	66.0	91.7	59.1	90.0	47.0	33.0	75.9	
Jayanagar	Bihar	Nepal	50.8		100.0	100.0	91.0	20.0	40.0	50.0	5.0	77.5	66.0	91.7	61.9	100.0	52.5	33.0	87.2	
Kunaili	Bihar	Nepal	17.3		100.0	57.0	37.0	20.0	40.0	70.0	5.0	62.5	66.0	91.7	59.1	50.0	74.0	33.0	87.2	
Laukaha	Bihar	Nepal	47.5		100.0	66.0	88.0	20.0	40.0	70.0	5.0	62.5	66.0	91.7	61.9	50.0	45.3	33.0	87.2	
Pipraun	Bihar	Nepal	43.8		100.0	66.0	91.0	20.0	60.0	30.0	5.0	62.5	66.0	91.7	61.9	0.0	55.0	33.0	87.2	
Sikta	Bihar	Nepal	16.8		100.0	83.0	67.3	10.0	60.0	50.0	5.0	70.0	66.0	91.7	65.2	50.0	62.5	100.0	84.2	
Sonabarsa	Bihar	Nepal	75.0		100.0	57.0	94.0	10.0	60.0	30.0	5.0	77.5	66.0	91.7	68.9	100.0	52.0	33.0	87.2	
Valmikinagar	Bihar	Nepal	26.5		100.0	54.0	91.0	10.0	80.0	100.0	5.0	62.5	0.0	91.7	65.2	50.0	8.5	100.0	84.2	

## Land Customs Station Evaluation Report

LCS in India	State	Bordering Country	Export & Import	Immigration	Nearness to Bus station	Nearness to Railway	Nearness to Highway	Nearness to Port	Nearness to Airport	Nearness to River/ Inland Waterways	Nearness to SEZ/ICD	Nearness to District Headquarters and Hospital	Infrastructure Availability	Treaty, Schemes	Socio-economic Cultural	Market Cluster	Major/ Minor Industry	Tourism	Geographic conditions	Region
Barhni	Uttar Pradesh	Nepal	88.8		100.0	86.5	86.5	10.0	80.0	30.0	5.0	62.5	100.0	91.7	61.8	100.0	55.8	100.0	89.0	
Gauriphanta	Uttar Pradesh	Nepal	88.8	43.9	40.0	43.0	88.0	10.0	60.0	50.0	5.0	15.0	66.0	91.7	72.6	100.0	37.0	33.0	89.3	
Jarwa	Uttar Pradesh	Nepal	13.5		100.0	86.5	86.5	10.0	80.0	30.0	5.0	62.5	33.0	91.7	61.3	70.0	8.5	100.0	93.3	
Kakrawah	Uttar Pradesh	Nepal	0.0		60.0	69.5	69.5	10.0	100.0	30.0	5.0	55.0	33.0	91.7	61.8	80.0	75.8	100.0	93.3	
Khunwa	Uttar Pradesh	Nepal	78.8		80.0	86.5	78.0	10.0	80.0	30.0	5.0	77.5	33.0	91.7	61.8	80.0	75.8	100.0	89.0	
Thoothibai	Uttar Pradesh	Nepal	65		100.0	69.5	37.0	10.0	100.0	100.0	5.0	65.0	66.0	91.7	61.6	0.0	75.8	100.0	93.3	
Dharchula	Uttarakhand	Nepal	19.3		100.0	5.8	86.5	10.0	20.0	10.0	5.0	47.5	66.0	91.7	54.5	100.0	0.0	33.0	78.5	
Jhulaghat	Uttarakhand	Nepal	14.3		60.0	5.8	37.0	10.0	40.0	10.0	5.0	60.0	66.0	91.7	54.5	90.0	12.3	66.0	84.0	
Sukhia Pokhari	West Bengal	Nepal	0.0		80.0	74.0	94.0	20.0	100.0	50.0	5.0	100.0	0.0	91.7	63.7	30.0	78.8	100.0	67.5	
Adoosa	Jammu & Kashmir	Pakistan	0.0	21.7	100.0	86.5	86.5	10.0	100.0	100.0	90.5	100.0	33.0	40.0	45.4	50.0	50.0	66.0	80.3	
Chakan-Da-Bagh	Jammu & Kashmir	Pakistan	0.0	23.1	80.0	5.8	86.5	10.0	40.0	30.0	100.0	92.5	33.0	40.0	49.6	0.0	6.3	66.0	83.5	
Teetwal	Jammu & Kashmir	Pakistan	0.0	16.1	100.0	52.5	86.5	10.0	100.0	70.0	90.5	100.0	33.0	40.0	44.7	50.0	1.5	66.0	88.5	
Attari railway station	Punjab	Pakistan	0.0	51.1	10.0	100.0	100.0	10.0	100.0	50.0	68.0	65.0	100.0	40.0	55.4	90.0	86.3	100.0	93.3	
Hussainiwal	Punjab	Pakistan	0.0		80.0	88.0	91.0	10.0	80.0	100.0	90.5	92.5	0.0	40.0	53.3	30.0	70.5	100.0	90.0	
Munabao Railway Station	Rajasthan	Pakistan	0.0	56.7	40.0	86.5	86.5	40.0	60.0	10.0	90.5	10.0	33.0	40.0	60.7	0.0	0.0	100.0	84.9	

## 6.2 Railway Siding near border area

### 6.2.1 Bangladesh: Brief on shortlisted LCS

#### Dhubri Steamer Ghat

Name **Dhubri Steamer Ghat**

Bordering Country	State	District	Status	Type
Bangladesh	Assam	Dhubri	Functional	LCS

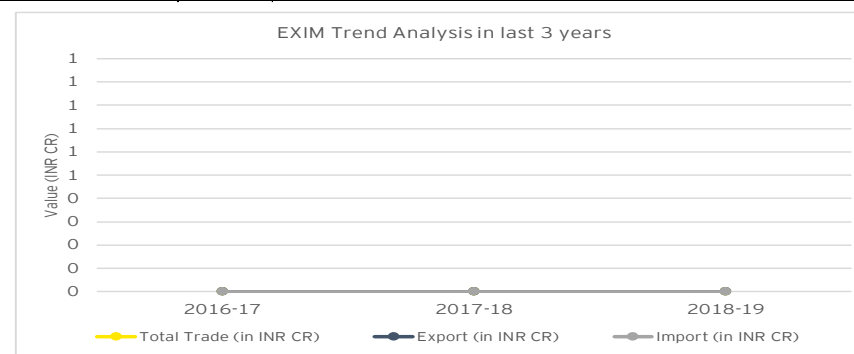
#### Trade Performance Highlights

Average in last 3 years	-	INR CR
CAGR in last 3 years	-	%
Balance of Trade	-	

	2016-17	2017-18	2018-19
Total Trade (in INR CR)	0.0	0.0	0.0
Export (in INR CR)	-	-	-
Import (in INR CR)	-	-	-

Major bulk export commodities -

Major bulk import commodities -



#### Current and Proposed Infrastructure

Infrastructure Facilities	Dhubri Steamer Ghat	Rowmati
EDI System	No	-
Parking Facilities	No	-
Warehouse/Godown	Yes	-
Weighbridge	Yes	-
Railway siding within 10 kms	Yes	No
Status of nearest railway station (Existing/Proposed/Not Available)	Existing	Existing

Nearest Railway to	Name	Distance
Dhubri Steamer Ghat	Dhubri railway station	1.9 kms away
Rowmati	Kurigram Railway Station	13 kms away

Nearest Junction to	Name
Dhubri Steamer Ghat	Fakiragram Junction railway station

Proposed Railway line -

Remark LCS Dhubri Stramer Ghat: Proposed for multi-modal port

## Golakganj

Name

Golakganj

Bordering Country	State	District	Status	Type
Bangladesh	Assam	Dhubri	Functional	LCS

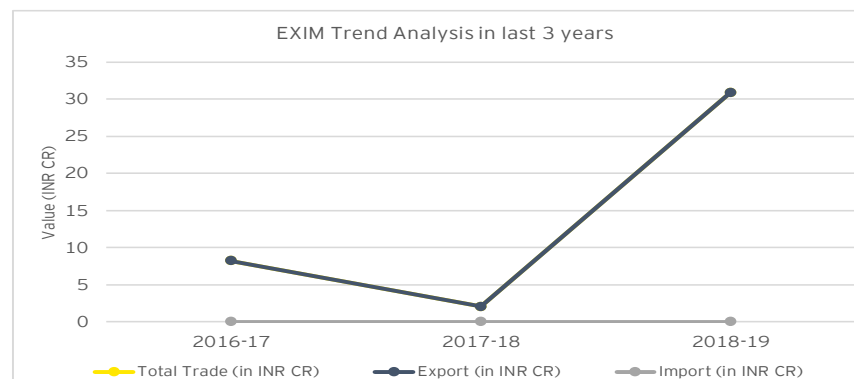
### Trade Performance Highlights

Average in last 3 years	13.74	INR CR
CAGR in last 3 years	55.46	%
Balance of Trade	13.74	

	2016-17	2017-18	2018-19
Total Trade (in INR CR)	8.2	2.0	30.9
Export (in INR CR)	8.2	2.0	30.9
Import (in INR CR)	-	-	-

Major bulk export commodities Stone Boulders, Stone Chips And Coal

Major bulk import commodities -



### Current and Proposed Infrastructure

Infrastructure Facilities	Golakganj	Sonahaat
EDI System	No	-
Parking Facilities	Yes	-
Warehouse/Godown	Yes	-
Weighbridge	Yes	-
Railway siding within 10 kms	Yes	No
Status of nearest railway station (Existing/Proposed/Not Available)	Existing	Existing

Remark

-

#### Nearest Railway to

Golakganj

#### Name

Golakganj Junction

#### Distance

5 kms away

Sonahaat

Kurigram Railway Station

52.3 kms away

#### Nearest Junction to

Golakganj

Kokrajhar Railway Station

#### Proposed Railway line

-

## Muhurighat

Name

Muhurighat

Bordering Country	State	District	Status	Type
Bangladesh	Tripura	South Tripura	Non- Functional	LCS

### Trade Performance Highlights

Average in last 3 years	38.24	INR CR
CAGR in last 3 years	15.82	%
Balance of Trade	-38.24	

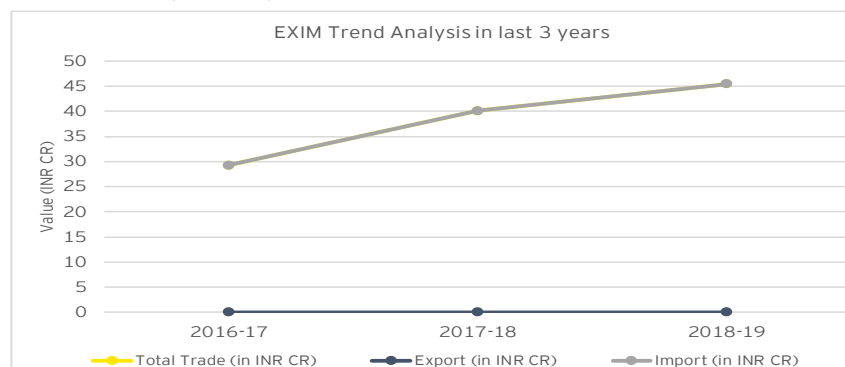
	2016-17	2017-18	2018-19
Total Trade (in INR CR)	29.2	40.1	45.4
Export (in INR CR)	-	-	-
Import (in INR CR)	29.2	40.1	45.4

Major bulk export commodities

-

Major bulk import commodities

-



### Current and Proposed Infrastructure

Infrastructure Facilities	Muhurighat	Belonia
EDI System	Yes	-
Parking Facilities	-	No
Warehouse/Godown	-	No
Weighbridge	Yes	No
Railway siding within 10 kms	Yes	Yes
Status of nearest railway station (Existing/Proposed/Not Available)	Existing	Existing

Nearest Railway to	Name	Distance
Muhurighat	Belonia Railway Station	2 kms away
Belonia	Belonia Railway Station	0.15 kms away
Nearest Junction to		
Muhurighat	Agartala Railway Station	
Proposed Railway line	-	

Remark

Belonia subdivision of South Tripura may emerge as a point of connectivity as plans are underway to connect it with Myanmar's Sittwe Port via Bangladesh's Feni by railway. The railway connectivity between Belonia and Feni in Chittagong shall give Tripura access to Myanmar's Sittwe port. And this shall facilitate cargo transportation in Northeast India and reduce freight charges as well.

## 6.2.2 Bhutan: Brief on shortlisted LCS

### Charmuchi

Name **Chamurchi**

Bordering Country	State	District	Status	Type
Bhutan	West Bengal	Jalpaiguri	Functional	LCS

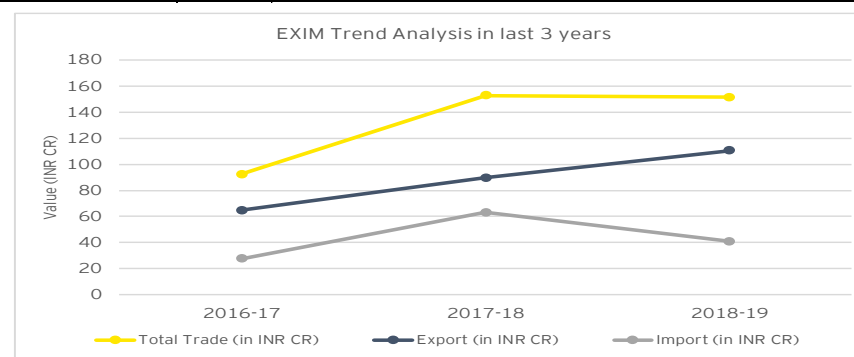
#### Trade Performance Highlights

Average in last 3 years	132.17	INR CR
CAGR in last 3 years	17.92	%
Balance of Trade	44.38	

	2016-17	2017-18	2018-19
Total Trade (in INR CR)	92.4	152.7	151.4
Export (in INR CR)	64.8	89.5	110.4
Import (in INR CR)	27.5	63.2	41.0

Major bulk export commodities Salt, Sulphur, Stone, Plaster, Limestone, Cement

Major bulk import commodities Oil, Fuels, Base Metals, Wood



#### Current and Proposed Infrastructure

Infrastructure Facilities	Chamurchi	Samtse
EDI System	-	-
Parking Facilities	-	-
Warehouse/Godown	-	-
Weighbridge	-	-
Railway siding within 10 kms	Yes	No
Status of nearest railway station (Existing/Proposed/Not Available)	Existing	Proposed

Remark -

Nearest Railway to	Name	Distance
Chamurchi	Banarhat Railway station	10 kms away
Samtse	NA	NA kms away
Nearest Junction to		
Chamurchi	Alipurduar Junction	
Proposed Railway line	23 km line between West Bengal's Banarhat to Samtse	



## 6.2.3 Nepal: Brief on shortlisted LCS

### Barhni

Name

Barhni

Bordering Country	State	District	Status	Type
Nepal	Uttar Pradesh	Siddharthnagar	Functional	LCS

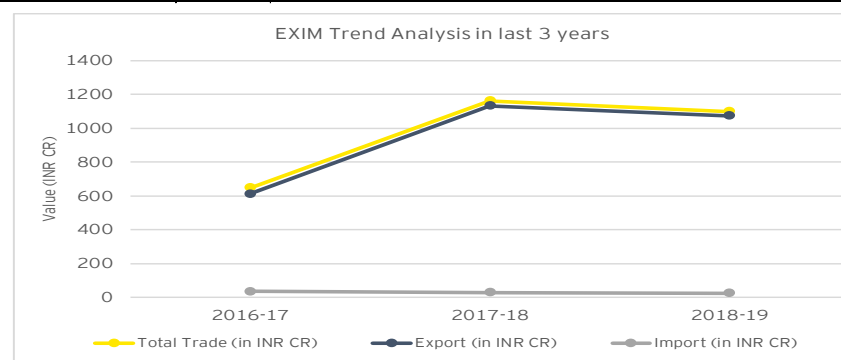
#### Trade Performance Highlights

Average in last 3 years	969.88	INR CR
CAGR in last 3 years	19.23	%
Balance of Trade	910.04	

	2016-17	2017-18	2018-19
Total Trade (in INR CR)	648.3	1162.7	1098.7
Export (in INR CR)	613.6	1132.8	1073.4
Import (in INR CR)	34.6	29.9	25.3

Major bulk export commodities Cement Raw Material, Clinker, Fly Ash, Gypsum, Rice, Wheat

Major bulk import commodities Plywood, Essential Oil



#### Current and Proposed Infrastructure

Infrastructure Facilities	Barhni	Krishnanagar
EDI System	Yes	Yes
Parking Facilities	Yes	Yes
Warehouse/Godown	Yes	Yes
Weighbridge	No	-
Railway siding within 10 kms	Yes	No
Status of nearest railway station (Existing/Proposed/Not Available)	Existing	Proposed

Remark

Gorakhpur-Nautanwa-Barhni line

#### Nearest Railway to

Name	Distance
Barhni	0.5 kms away
Krishnanagar	5 to 10 kms away

#### Nearest Junction to

Barhni	Gorakhpur Junction railway station
--------	------------------------------------

#### Proposed Railway line

Proposed railway line is Kathmandu- Barhni  
Proposed railway line is Kapilvastu-Krishnanagar

## Bairgania

Name

Bairgania

Bordering Country	State	District	Status	Type
Nepal	Bihar	Sitamarhi	Functional	LCS

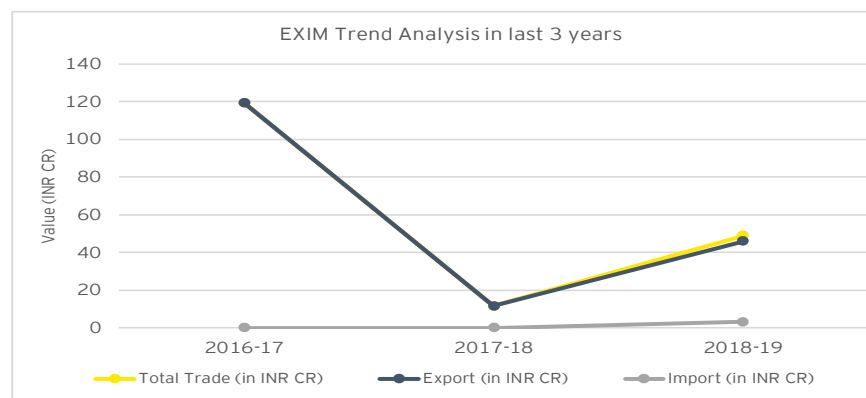
## Trade Performance Highlights

Average in last 3 years	60.00	INR CR
CAGR in last 3 years	-25.73	%
Balance of Trade	55.89	

	2016-17	2017-18	2018-19
Total Trade (in INR CR)	119.5	11.6	48.9
Export (in INR CR)	119.5	11.6	45.9
Import (in INR CR)	-	-	3.1

Major bulk export commodities Plastic Goods

Major bulk import commodities -



## Current and Proposed Infrastructure

Infrastructure Facilities	Bairgania	Gaur
EDI System	Yes	-
Parking Facilities	No	Yes
Warehouse/Godown	No	Yes
Weighbridge	No	-
Railway siding within 10 kms	Yes	No
Status of nearest railway station (Existing/Proposed/Not Available)	Existing	Existing

Remark -

## Nearest Railway to

Bairgania

## Name

Bairgania Railway Station

## Distance

1.6 kms away

Gaur

Lohar Patti Railway Station

129 kms away

## Nearest Junction to

Bairgania

Sitamarhi Junction

## Proposed Railway line

-

## Gauriphanta

Name

Gauriphanta

Bordering Country	State	District	Status	Type
Nepal	Uttar Pradesh	Lakhimpur Kheri	Functional	LCS

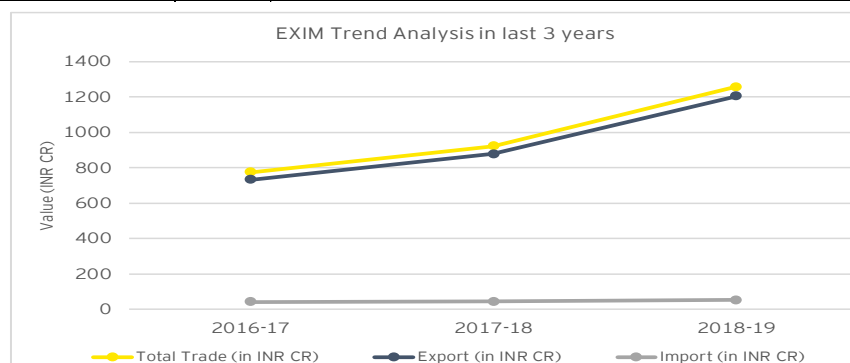
### Trade Performance Highlights

Average in last 3 years	985.86	INR CR
CAGR in last 3 years	17.53	%
Balance of Trade	892.09	

	2016-17	2017-18	2018-19
Total Trade (in INR CR)	775.4	923.5	1258.7
Export (in INR CR)	732.5	878.9	1205.5
Import (in INR CR)	42.8	44.6	53.3

Major bulk export commodities Petroleum Product, Cement, Wheat, Rice, Machine Parts

Major bulk import commodities Turpentine Oil, Kattha



### Current and Proposed Infrastructure

Infrastructure Facilities	Gauriphanta	Dhangadi
EDI System	No	Yes
Parking Facilities	Yes	Yes
Warehouse/Godown	No	Yes
Weighbridge	No	-
Railway siding within 10 kms	Yes	No
Status of nearest railway station (Existing/Proposed/Not Available)	Existing	Proposed

#### Nearest Railway to

Name	Distance
Gauriphanta	Palia Kalan Railway Station 35.2 kms away
Dhangadi	Dhangadi Railway Station 15 to 20 kms away

#### Nearest Junction to

Gauriphanta	Mailani Junction
-------------	------------------

#### Proposed Railway line

-

#### Remark

Railway Alignment in discussion passing through Dhangadi. There is existing railway line within 1 kms from LCS on Indian side.

## Jarwa

Name

Jarwa

Bordering Country	State	District	Status	Type
Nepal	Uttar Pradesh	Balrampur	Functional	LCS

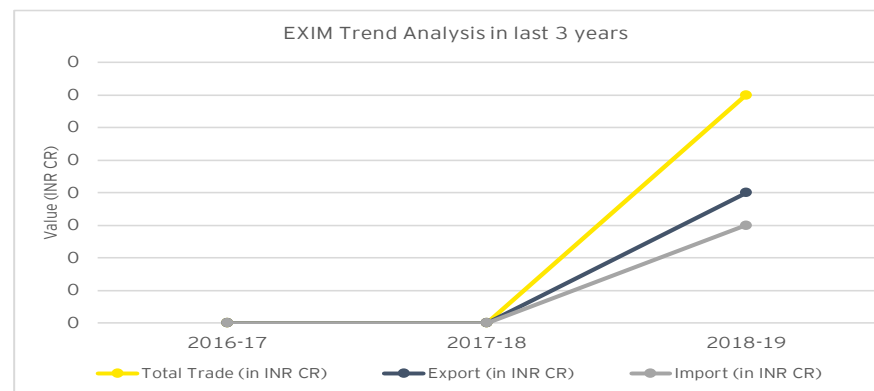
## Trade Performance Highlights

Average in last 3 years	0.02	INR CR
CAGR in last 3 years	-	%
Balance of Trade	0.01	

	2016-17	2017-18	2018-19
Total Trade (in INR CR)	0.0	0.0	0.1
Export (in INR CR)	-	-	0.0
Import (in INR CR)	0.0	0.0	0.0

Major bulk export commodities

Major bulk import commodities



## Current and Proposed Infrastructure

Infrastructure Facilities	Jarwa	Koilabas
EDI System	No	-
Parking Facilities	No	-
Warehouse/Godown	No	-
Weighbridge	No	-
Railway siding within 10 kms	Yes	No
Status of nearest railway station (Existing/Proposed/Not Available)	Existing	Proposed

## Nearest Railway to

Name	Distance
Jarwa	10 kms away
Koilabas	100 to 120 kms away

## Nearest Junction to

Name	Distance
Jarwa	Gainsari Junction

## Proposed Railway line

-

## Remark

The nearest railway line is 4.5 kms from LCS

## Laukaha

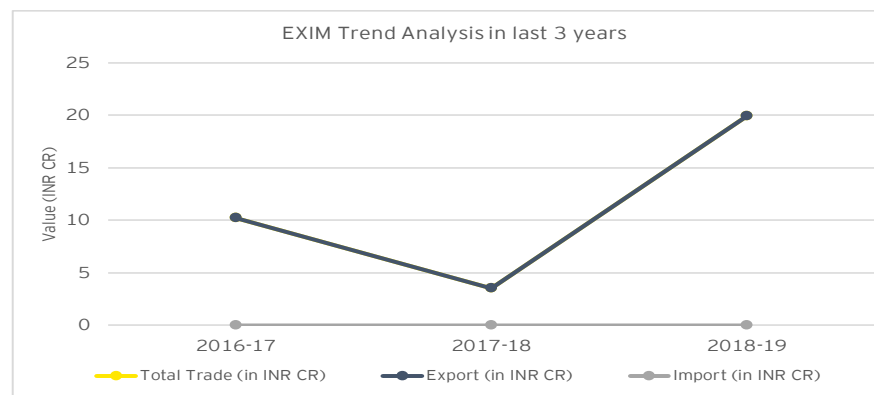
Name

Laukaha

Bordering Country	State	District	Status	Type
Nepal	Bihar	Madhubani	Functional	LCS

### Trade Performance Highlights

Average in last 3 years	11.23	INR CR	
CAGR in last 3 years	24.98	%	
Balance of Trade	11.23		
	2016-17	2017-18	2018-19
Total Trade (in INR CR)	10.2	3.5	19.9
Export (in INR CR)	10.2	3.5	19.9
Import (in INR CR)	-	-	-
Major bulk export commodities	Paddy, Wheat		
Major bulk import commodities	-		



### Current and Proposed Infrastructure

Infrastructure Facilities	Laukaha	Malangawa
EDI System	Yes	-
Parking Facilities	No	-
Warehouse/Godown	No	-
Weighbridge	No	-
Railway siding within 10 kms	Yes	No
Status of nearest railway station (Existing/Proposed/Not Available)	Existing	Existing

Nearest Railway to	Name	Distance
Laukaha	Jaynagar railway station	38 kms away
Malangawa	Inarwa Railway Station	50 kms away
Nearest Junction to		
Laukaha	Sakri Junction	
Proposed Railway line	Laukaha Bazar railway station in proximity (2km) is permanently closed	

Remark

Laukaha Bazar, the nearest railway station at a distance of 2.4 kms from LCS , is permanently closed. The nearest railway line is 1 km from LCS.

## 6.3 Field survey /Online Interaction

### 6.3.1 Questionnaire for field survey

Table 15: Questionnaire for field survey

S.no	Question	Response	
		LCS Name:	
1	Which of the following infrastructure facilities are present at LCS on the Indian side?		
	Parameter	Yes/ No	Additional Remarks
a)	Customs		
b)	Immigration		
c)	Passenger terminal (waiting area, toilets etc)		
d)	Import/Export warehouse		
e)	Cold storage		
f)	Cargo terminal		
g)	Quarantine block		
h)	Parking (truck/staff)		
i)	Rummaging sheds		
j)	Weigh bridges		
k)	Banks/ATM		
l)	Foreign Exchange Bureau		
m)	Security & Surveillance		
n)	Connectivity (Internet & Mobile)		
o)	EDI system		
p)	First aid facilities		
q)	Isolation shed		
r)	Water supply		
s)	Plant/Animal Quarantine/ FSSAI		
t)	Toilets		
u)	Electricity generator/supply		
v)	Fire services		
w)	Energy conservation facilities (Solar system)		
x)	Passenger /Driver rest area		

S.no	Question	Response	
		LCS Name:	
2	Which of the above facilities are present at LCS on the bordering country?		
3	What is the condition of approach road to the LCS? How is the road connectivity to the bordering LCS?		
4	Are signs available for easy of navigation of LCS?		
5	What are the major items of trade (import and export) through the LCS?		
6	What is the daily truck movement through the LCS?		
7	Is there vigilance of commercial transactions?		
8	What is the average time required to clear one truck?		
9	Is there any transit cargo through the LCS? If yes, to what country?		
10	If there is any passenger movement across LCS? If yes, what is the average daily movement?		
11	What is the current land area of LCS? Is there land available for further expansion?		
12	How close is the nearest settlement (people living) near to the LCS?		
13	What are the shift timings of the LCS?		
14	Please validate the points given in data notes of respective LCS profile (railway, highway, airport, river etc)		
15	Is the LCS operation affected due to weather conditions (floods, landslide) frequently?		



### 6.3.2 LCS surveyed

Table 16: List of LCS visited for field survey

S.No.	LCS Name	State	Bordering Country	Visited by	Facilitated by
1	Radhikapur Railway Station	West Bengal	Bangladesh	Biplab Santra	Mr. Anupam Kumar Das, Superintendent, Customs, Radhikapur Rly Stn
2	Gede Railway Station	West Bengal	Bangladesh	Biplab Santra	Mr. Kamal Krishna Sardar, Superintendent, Customs, Gade Rly Stn
3	Singabad Railway Station	West Bengal	Bangladesh	Biplab Santra	Mr. Biswajyoti Roychoudhury, Superintendent, Customs, Singabad Rly Stn
4	Ranaghat Railway Station	West Bengal	Bangladesh	Biplab Santra	Mr. Debesh Prasad, Superintendent of Customs, Ranaghat Rly Stn
5	Darranga	Assam	Bhutan	Ambuz Gupta	Mr. R Doley, Superintendent, Customs
6	Rangapani (Khamardwisa)	Assam	Bhutan	Ambuz Gupta	Mr. Haradhan Das, Superintendent, Customs
7	Hatisar	Assam	Bhutan	Ambuz Gupta	Mr. Kankeshwar Goswami, Superintendent, Customs
8	Jayanagar	Bihar	Nepal	Zoeb Hosain	Mr. Manoj Kumar, Superintendent, Customs
9	Bairgania	Bihar	Nepal	Zoeb Hosain	Mr. Jyotish Kumar Ekka, Superintendent, Customs
10	Sonabarsa	Bihar	Nepal	Zoeb Hosain	Mr. Bharat Kumar, Superintendent, Customs

S.No.	LCS Name	State	Bordering Country	Visited by	Facilitated by
11	Barhni	Uttar Pradesh	Nepal	Rukmin Juneja	Mr. Gyanesh Dwivedi, Superintendent, Customs  Mr. Swapan Kumar, Superintendent, Customs  Mr. Pratap Singh, Inspector, Customs
12	Jarwa	Uttar Pradesh	Nepal	Rukmin Juneja	Mr. Ram Achal, Superintendent, Customs
13	Khunwa	Uttar Pradesh	Nepal	Rukmin Juneja	Mr. Dhani Ram, Inspector, Customs  Mr. Pratab Singh, Inspector, Customs
14	Kakrawah	Uttar Pradesh	Nepal	Rukmin Juneja	Mr. Bhojraj, Inspector, Customs
15	Thoothibari	Uttar Pradesh	Nepal	Rukmin Juneja	Mr. Rajeev Kumar, Superintendent, Customs
16	Attari Railway Station	Punjab	Pakistan	Abhishek Seth	Mr. Chandan Kumar, Amritsar Customs  Mr. Inder Singh, Attari Rail Customs
17	Hussainiwala	Punjab	Pakistan	Abhishek Seth	Mr. Chandan Kumar, Amritsar Customs  Mr. Gurvinder, Ferozpur Customs

Table 17: List of LCS contacted for online interaction by Manika Gupta and Rukmin Juneja

S.No.	LCS Name	State	Bordering Country	Interaction with:
1	Dhubri Steamer Ghat	Assam	Bangladesh	Commissionerate Of Customs (Preventive), North Eastern Region, Shillong
2	Golakganj	Assam	Bangladesh	Mr. Durgadas Paul, Superintendent
3	Mankachar	Assam	Bangladesh	Mr. H Kumar, Customs
4	Baghmara	Meghalaya	Bangladesh	Mr. Rajiv Kumar, Superintendent
5	Dalu	Meghalaya	Bangladesh	Mr. Rajiv Kumar, Superintendent
6	Ghasuapara	Meghalaya	Bangladesh	Mr. Rajiv Kumar, Superintendent
7	Mahendraganj	Meghalaya	Bangladesh	Mr. Shireswar Hazoray, Superintendent
8	Khowaighat	Tripura	Bangladesh	Mr. Deepankar, Customs
9	Muhurighat	Tripura	Bangladesh	Mr. RK Burman, Customs
10	Birpara	West Bengal	Bhutan	Kolkata Customs
11	Chamurchi	West Bengal	Bhutan	Kolkata Customs
12	Kulkuli	West Bengal	Bhutan	Kolkata Customs
13	Garbyang	Uttarakhand	China	
14	Nampong	Arunachal Pradesh	Myanmar	Commissionerate Of Customs (Preventive), North Eastern Region, Shillong
15	Gauriphanta	Uttar Pradesh	Nepal	Mr. Ravinder Kumar, Customs
16	Kunaili	Bihar	Nepal	Mr. Gautam, Deputy Commissioner Mr. Ashutosh Kumar Sharma, Joint Commissioner, Customs
17	Laukaha	Bihar	Nepal	Mr. Gautam, Deputy Commissioner

S.No.	LCS Name	State	Bordering Country	Interaction with:
				Mr. Ashutosh Kumar Sharma, Joint Commissioner, Customs
18	Pipraun	Bihar	Nepal	Mr. Gautam, Deputy Commissioner Mr. Ashutosh Kumar Sharma, Joint Commissioner, Customs
19	Dharchula	Uttarakhand	Nepal	Mr. Rajat Tiwari, Customs
20	Jhulaghat	Uttarakhand	Nepal	Mr. Vishal Kumar, Customs
21	Adoosa	Jammu & Kashmir	Pakistan	Mr. Chandan Kumar, Amritsar Customs Amritsar Customs
22	Munabao Railway Station	Rajasthan	Pakistan	Immigration Dept., Attari Rail
23	Chakan da Bagh	Jammu & Kashmir	Pakistan	Mr. Chandan Kumar, Amritsar Customs
24	Teetwal	Jammu & Kashmir	Pakistan	Mr. Chandan Kumar, Amritsar Customs Amritsar Customs

### 6.3.3 Summary of field survey

#### Gede Railway Station

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Gede Railway Station	Nadia	West Bengal	Bangladesh	Darshana

#### Overview:

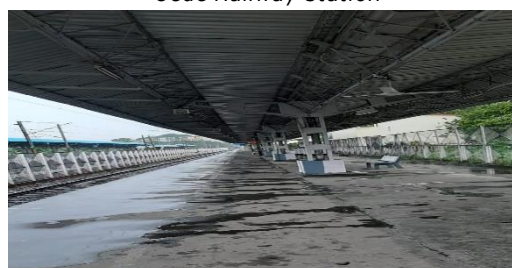
- ▶ Border railway station between India and Bangladesh in South Bengal
- ▶ International passenger terminal
- ▶ Passenger movement happen through train (Maitree Express)



Gede Railway Station

#### Trade / Immigration Profile:

- ▶ **Only cross border activities** take place at Gede Railway Station regarding goods movement. **Goods are loaded at Ranaghat Railway Station**; Gede itself has no trade volume; it handles all activities of Ranaghat station
- ▶ Major **commodities of export**: stone chips, onion, fly ash, maize, rock stone
- ▶ Immigration Office and Passenger terminals for International Passengers are Available; **average daily transfer of ~1200 passengers**



Gede Railway Station Platform

#### Connectivity Profile:

- ▶ **Approach road requires improvement** and nearest Bus Stop is Majdia, ~15 kms away
- ▶ **Connected with Sealdah** and rest of the country through railway



International Passenger waiting Room

#### Infrastructure & Services:

- ▶ Five Platform
- ▶ LCS located in railways property and surrounded by private agricultural land
- ▶ **Available**: passenger terminal & hall, bank
- ▶ **Not Available**: custom room, driver quarantine room, EDI, parking, taxi stands, cargo terminal, warehouse, storage, weighbridge, isolation shade, plant/animal Quarantine



Gede Railway Station Platform

## Radhikapur Railway Station

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Radhikapur Railway Station	Uttar Dinajpur	West Bengal	Bangladesh	Birol

### Overview:

- ▶ Connected with Barsol through Broad gauge
- ▶ Nearest trade hub is Kaliagunj
- ▶ Acts as a transit location for cargo movement from Raigunj (India) to Birol
- ▶ Passenger movement



Radhikapur Railway

### Trade / Immigration Profile:

- ▶ **Trade volume:**
  - ▶ FY 2017-18: INR 17 crores
  - ▶ FY 2018-19: INR 21 crores
- ▶ **Total train movement with cargo:**
  - ▶ FY 2019-20 is 37 trains
  - ▶ Aug 2020 is 8 trains
- ▶ **Major commodities for export:** stone chips, petroleum by products, onion, fly ash, maize
- ▶ **Average daily passenger movement:** 25 - 30 passengers



LCS Radhikapur Railway Station Border Gate

### Connectivity Profile:

- ▶ Connected through railway not road
- ▶ No proper approaching road and no National Highway in proximity
- ▶ State Highway is ~15 kms away



LCS Radhikapur Railway Station office

### Infrastructure & Services:

- ▶ Total two platforms and there is two passenger train
- ▶ LCS located in railways property and surrounded by private agricultural land
- ▶ Availability of custom land but far away from railway station.
- ▶ **Available:** passenger terminal & hall, driver quarantine room
- ▶ **Not Available:** bank, EDI, parking, taxi stands, cargo terminal, warehouse, storage, weighbridge, isolation shade, plant/animal quarantine



BSF Area for the immigrants



## Ranaghat Railway Station

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Ranaghat Railway Station	Nadia	West Bengal	Bangladesh	Darshana & Benapole

### Overview:

- ▶ All custom formalities are done at Ranaghat Railway Station and cargo moves through Railway either via Petrapole or Gede Railway station
- ▶ Connected with Nation Highway
- ▶ Connected with Sealdah Railway station



Ranaghat Railway Station Entry

### Trade / Immigration Profile:

- ▶ **Trade volume:**
  - ▶ FY 2018-19: INR 1059.4 crores
  - ▶ FY 2019-20: INR 1132 crores
- ▶ Major **commodities of export:** stone chips, onion, fly ash, maize, rock stone, tata chassis
- ▶ No passenger movement



Ranaghat Railway Station Platform

### Connectivity Profile:

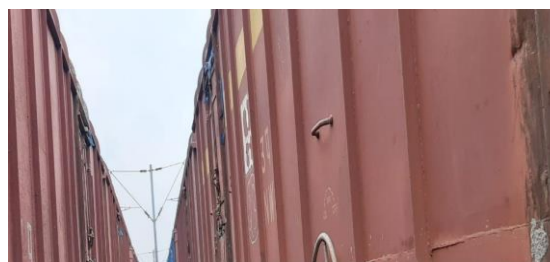
- ▶ Condition of approach road is good, but area is congested



Ranaghat Railway Station Sealing area

### Infrastructure & Services:

- ▶ Six Platform
- ▶ LCS located in railways property and surrounded by shops, residence, markets
- ▶ **Available:** passenger terminal & hall, bank, EDI, parking, taxi stand, driver quarantine room, cargo terminal
- ▶ **Not Available:** warehouse, storage, weighbridge, isolation shade, plant/animal quarantine



Ranaghat Railway Station Sealing area



## Singabad Railway Station

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Singabad Railway Station	Malda	Bangladesh	Bangladesh	Rohanpur

## Overview:

- ▶ Pocket line of Northeast Frontier Railway and connected with Malda Railway Station
- ▶ Distance between border and Singabad Railway Station is ~7 kms
- ▶ Only sealing activities are done at Singabad and all other custom facilities are done at Malda Railway Station



Singabad Railway Station Platform

## Trade / Immigration Profile:

- ▶ **Trade volume:**
  - ▶ FY 2018-19: INR 87.6 crores
  - ▶ FY 2019-20: INR 103.6 crores
- ▶ Major **commodities for export:** stone chips, onion, fly ash, maize
- ▶ No import from Bangladesh
- ▶ No passenger movement



Singabad Railway Station Entry

## Connectivity Profile:

- ▶ No proper approaching road
- ▶ No passenger trains available



Goods train from Singabad Railway Station to Bangladesh

## Infrastructure &amp; Services:

- ▶ Single Platform
- ▶ LCS located in railways property and surrounded by private agricultural land
- ▶ Available: hall
- ▶ **Not Available:** proper custom room, driver quarantine room, Bank, EDI, parking, taxi stands, warehouse, storage, weighbridge, isolation shed, plant/animal quarantine



LCS Singabad Railway Station office

## Darranga

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Darranga	Baksa	Assam	Bhutan	Samrup Jhonkar

## Overview:

- ▶ LCS is being operated from premises of Border Trade Centre (BTC)
- ▶ LCS is situated ~1 km away from border point
- ▶ Potential for trade growth due to existing and upcoming industries in nearby area to border
- ▶ Major transit points for goods from Bhutan to Nepal



BTC Darranga

## Trade / Immigration Profile:

- ▶ **Trade volume:**
  - ▶ average trade FY 2017-20 is ~INR 362 crores
  - ▶ average value of transit goods FY 2017-20 is ~INR 60 crores
- ▶ Major **commodities for export:** MS Billets, ferro silicon, gypsum, coal
- ▶ Major **commodities for import:** high speed diesel, motor spirits, LPG
- ▶ Free cross border movement



BTC Darranga Administration Building

## Connectivity Profile:

- ▶ Connected with NH27 (an East-West National Highway) via NH127D with 2 lane road
- ▶ Approach road NH127D is in very good condition



LCS Darranga Border Gate

## Infrastructure &amp; Services:

- ▶ **Premises is spread over area of 66475 Sq. mt. (16.4 acres),** enough land is available for expansion and upgradation of facilities.
- ▶ **Available:** weighbridge, warehouse, power backup, rest room for drivers and parking
- ▶ **Required infrastructure:** water treatment plant, fire services, surveillance, bank/ATM, weighbridge with higher capacity, quarantine block



BTC Darranga Premises

## Hatisar

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Hatisar	Chirang	Assam	Bhutan	Gelephu

### Overview:

- ▶ LCS is ~ 0.5 kms from the border point,
- ▶ LCS is being **currently operated from a small rented building** which lacks proper amenities



LCS Hatisar Office

### Trade / Immigration Profile:

- ▶ **Trade volume:** FY 2019-20 ~ INR 264.52 crores
- ▶ **Average traffic of 40-50 trucks daily**
- ▶ **Major commodities for export:** petroleum products, essentials commodities, computer & automobile parts
- ▶ **Major commodities for import:** boulder stone, big cardamom, scrap, timber/block board, rectified spirit



SSB check post

### Connectivity Profile:

- ▶ Connected with NH27 (an East-West National Highway) via NH127,
- ▶ **NH127C is in very bad condition**
- ▶ **Road infrastructure is better on Bhutan side**
- ▶ Distance between Hatisar and Darranga is ~230 kms



Indian-side border gate

### Infrastructure & Services:

- ▶ **Not Available:** weighbridge, warehouse, power backup, rest room for drivers parking, Water treatment plant, fire services, Surveillance, Bank/ATM, weighbridge with higher capacity, Quarantine block. Power supply and internet connectivity is very poor.
- ▶ **Limited land is available around LCS, owned by Forest Department and private parties**



Bhutan-side border gate



## Rangapani (Khamardwisa)

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Rangapani (Khamardwisa)	Baksa	Assam	Bhutan	Richenthang

## Overview:

- ▶ LCS is ~8 kms away from the border point
- ▶ Currently operated from the building of Irrigation Department



LCS Rangapani (Khamardwisa)

## Trade / Immigration Profile:

- ▶ **Trade volume for FY 2017-20:**
  - ▶ average export INR ~60 crores
  - ▶ average import INR ~98 crores
- ▶ **Major commodities for export:** high speed diesel, motor spirits, slag, coal, PP Rafia, fly ash
- ▶ **Major commodities for import:** cement, clinker, gypsum
- ▶ **Mainly import oriented trade point**



LCS Rangapani (Khamardwisa) Premises

## Connectivity Profile:

- ▶ Connected with NH27 (an East-West National Highway) via NH127A, which has 2 lane road
- ▶ Bus Station: Daudhara Bus Station is ~1 km away



SSB Check post

## Infrastructure &amp; Services:

- ▶ Currently being operated from Irrigation Department building, spread in area of around 200 sq. ft equipped with basic amenities.
- ▶ **Not Available:** weighbridge, warehouse, power backup, rest room for drivers parking, Water treatment plant, fire services, Surveillance, Bank/ATM, Quarantine block



LCS Rangapani (Khamardwisa) border gate

## Bairgania

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Bairgania	Sitamarhi	Bihar	Nepal	Gaur

### Overview:

- ▶ **Primarily trade point**
- ▶ No immigration is required as India has free passenger movement treaty with Nepal
- ▶ LCS is ~0.3 km away from the zero line.



LCS Bairgania Office

### Trade / Immigration Profile:

- ▶ For the period FY 2019-20:
  - ▶ total of 2279 shipping bills
  - ▶ total value of trade of INR 74.43 crores
- ▶ Major **commodities for export**: Cloth, cosmetic, plastic, marble and tiles, potatoes, rice, onion, sugarcane, jaggery, handpump, sanitaryware, coal (Seasonal Oct-Jan most traded in value), bagasse to replace coal for heating in Nepal, beedi leaves
- ▶ Major **commodities for import**: Iron and steel scrap
- ▶ ~63 kms away from proposed Phase II ICP Bhitamore



LCS Bairgania at Border

### Connectivity Profile:

- ▶ ~31 kms away from a four-lane road NH227 located near the district capital at Sitamarhi.
- ▶ Last 14 kms stretch of road leading to the LCS is a heavily damaged single lane road
- ▶ Bairgania railway station is ~1 km away connecting Bairgania to Raxaul



Approach road to LCS Bairgania

### Infrastructure & Services:

- ▶ **Available**: customs building, EDI, staff quarters
- ▶ **Not Available**: cargo terminal, warehouse, weighbridge, isolation shed, animal quarantine/ FSSAI, inspection area, truck parking



LCS Bairgania Border Gate

## Jayanagar

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Jayanagar	Siddharthnagar	Uttar Pradesh	Nepal	Siraha

### Overview:

- ▶ **Primarily trade point**
- ▶ No immigration is required as India has free passenger movement treaty with Nepal
- ▶ LCS is ~7 km away from the zero line



LCS Jayanagar Office

### Trade / Immigration Profile:

- ▶ For the period FY 2019-20:
  - ▶ total of 2150 shipping bills
  - ▶ total value of trade of INR 31.97 crores
- ▶ Major **commodities for export**: clothes, hardware, asbestos, tiles, marble, cosmetics and decorative items.
- ▶ Major **commodities for import**: Iron and steel scrap.
- ▶ ~71Kms from proposed Phase II ICP Bhitamore



Dam road to the border

### Connectivity Profile:

- ▶ Approach road to the LCS office is NH227
- ▶ Road from the office to the zero line is a single lane road



Approach road to the LCS Jayanagar

### Infrastructure & Services:

- ▶ LCS is **located on one floor of a commercial building**, 7 kms away from the zero line.
- ▶ **Available**: Customs building, EDI
- ▶ **Not Available**: cargo terminal, warehouse, weighbridge, isolation shed, animal quarantine/ FSSAI, inspection area, truck parking, land for further expansion, staff quarters



Border Crossing Point



## Sonabarsa

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Sonabarsa	Sitamarhi	Bihar	Nepal	Malangawa

## Overview:

- ▶ **Primarily trade point**
- ▶ No immigration is required as India has free passenger movement treaty with Nepal
- ▶ LCS is ~0.5 km away from the zero line.



LCS Sonabarsa

## Trade / Immigration Profile:

- ▶ For the period FY 2019-20: total value of trade of INR 40.35 crores
- ▶ Major commodities for export: Cloth, marble and tiles, potatoes, rice, onion, sugarcane, jaggery, handpump, sanitaryware, coal (seasonal Oct-Jan most traded in value), bagasse to replace coal, beedi leaves, wheat and fruits
- ▶ ~ 50 kms away from proposed Phase II ICP Bhitmore



NH22 leading up to the zero line

## Connectivity Profile:

- ▶ Connected right up to the border with NH 22.



Approach Road towards LCS Sonabarsa

## Infrastructure &amp; Services:

- ▶ **LCS office is in a rented property**
- ▶ **Available:** Customs building, EDI
- ▶ **Not Available:** cargo terminal, warehouse, weighbridge, isolation shed, animal Quarantine/ FSSAI, inspection area, truck parking, land for further expansion, staff quarters



Border crossing point at Sonabarsa

## Barhni

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Barhni	Siddharthnagar	Uttar Pradesh	Nepal	Krishnanagar

## Overview:

- ▶ **Primarily a trade point**
- ▶ No immigration is required as India has free passenger movement treaty with Nepal
- ▶ ~0.05 km from zero line and LCS Krishnanagar (Nepal side) is ~0.1 km from Barhni
- ▶ **Export trucks are made to stop ~ 3 kms from LCS** because of lack of parking and complaints by locals in the area



LCS Barhni office building

## Trade / Immigration Profile:

- ▶ **Trade volume:**
  - ▶ average yearly trade ~INR 1,050 crores (2016-19)
  - ▶ import of INR 16.51 crores in 2019
  - ▶ average 100 truck exported daily in 2019
  - ▶ average 3 import truck per week
- ▶ Major **commodities of export:** Cement raw material, Fly ash, gypsum, rice, wheat, fruit
- ▶ Major **commodities of import:** Rosin, plywood, essential oil



LCS Barhni office

## Connectivity Profile:

- ▶ Connected with SH-1A is ~1 km away from LCS.
- ▶ Two lane approach road to LCS in decent condition
- ▶ Barhni railway station is ~ 0.5 kms from the LCS
- ▶ ~100 kms from proposed Phase II ICP Sunauli



LCS Barhni service center

## Infrastructure &amp; Services:

- ▶ **Total two compounds**, one for office (two floors) and one for colony (4 buildings and one guest house)
- ▶ LCS is **surrounded by SSB quarters and private agricultural land on back side and settlement on the front side**
- ▶ **Available:** Customs building, EDI, godown for confiscated goods, Customs Mobile Preventive Unit (CMPU), guest house, staff quarters, plant quarantine and bank within 1 kms, weighbridge (3 kms privately owned)
- ▶ **Not Available:** cargo terminal, warehouse, weighbridge, isolation shed, animal Quarantine/ FSSAI, inspection Area, truck parking, Land for further expansion
- ▶ **Infrastructure at Nepal Side:** EDI, truck parking, warehouse, land, electricity



LCS Barhni Border Gate



## Jarwa

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Jarwa	Balrampur	Uttar Pradesh	Nepal	Koilabas

## Overview:

- ▶ **Primarily trade point**
- ▶ No immigration is required as India has free passenger movement treaty with Nepal
- ▶ LCS on Nepal side ~ 5 kms away



LCS Jarwa office building

## Trade / Immigration Profile:

- ▶ **No major trade** happening through this LCS:
  - ▶ **export:** INR 6 lacs in 2019
  - ▶ **total trade:** INR 7 Lacs in 2018 (Export: INR 4 lacs, Import: INR 3 lacs)
- ▶ Major **commodities of export:** clothes, puja samigiri, sindur
- ▶ Major **commodities of import:** kokila oil



LCS Jarwa office

## Connectivity Profile:

- ▶ **Approach road to LCS is in good condition**
- ▶ Approach road connects to SH-1A
- ▶ **Bridge is required on Nepalese side over the river to better facilitate trade**
- ▶ ~140 kms from Phase II ICP Sunauli
- ▶ ~160 kms from Phase II ICP Rupaidiha



Approach road to LCS Jarwa

## Infrastructure &amp; Services:

- ▶ **Rented room containing space for custom official**
- ▶ **Available:** customs, solar panel, poor connectivity, land for expansion, bank within 1 km
- ▶ **Not Available:** EDI system, computers, storage, office building, toilet, water tank



Inside view of LCS Jarwa office

## Kakrawah

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Kakrawah	Siddharthnagar	Uttar Pradesh	Nepal	

### Overview:

- ▶ LCS notified in 2016 but trade through LCS is yet to be permitted
- ▶ Only passenger movement permitted through the LCS, but no immigration is required because of free passenger movement with Nepal
- ▶ Kakrawah is approx. 50 meters from Zero line. Nepal customs is approx. 2 kms away.
- ▶ Proposal for land acquisition has been sent to Lucknow customs



LCS Kakrawah office

### Trade / Immigration Profile:

- ▶ Average daily passenger movement ~200-300 passengers
- ▶ Proximity to Lumbini (Buddhist Circuit) attracts Pilgrims
- ▶ Talks for setting up of Immigration office
- ▶ ~50 kms away from Phase II ICP Sunauli



LCS Kakrawah Border Gate

### Connectivity Profile:

- ▶ Approach road (Kakrawah- Lumbini) is newly constructed
- ▶ Road on Nepal side is in bad condition
- ▶ Kakrawah road connects to NH-28, ~13 kms away



LCS Kakrawah storage room

### Infrastructure & Services:

- ▶ Small shop type set up containing a room for customs, small godown at the back, a toilet and a pantry
- ▶ Available: customs room, small godown for confiscated goods, solar panel, BSNL fiber, bank in the vicinity



Inside view of LCS Kakrawah office

## Khunwa

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Khunwa	Siddharthnagar	Uttar Pradesh	Nepal	Suthauli

### Overview:

- ▶ **Primarily trade point**
- ▶ No immigration is required as India has free passenger movement treaty with Nepal
- ▶ ~0.80 kms from zero line and LCS Suthauli (Nepal side) is ~1.5 kms away from Khunwa
- ▶ **LCS colony has been approved yet to be constructed due to land constraints**



LCS Khunwa office

### Trade / Immigration Profile:

- ▶ Average yearly trade ~INR 251.1 crores (2017-19)
- ▶ Average 7-10 export vehicle daily
- ▶ **Import from this LCS started in 2019**, import of ~INR 1.5 crores in 2019
- ▶ Major **commodities for export**: rice, pulses, vegetables (potato, onion)
- ▶ Major **commodities for import**: noodles



LCS Khunwa Custom Station office

### Connectivity Profile:

- ▶ Connected with SH-1A ~ 7 km away from LCS.
- ▶ Approach road is newly constructed and in good condition, it is an extension of the highway.
- ▶ ~ 35 kms away from LCS Barhni
- ▶ ~ 80 kms away from proposed Phase II ICP Sunauli



LCS Khunwa premises

### Infrastructure & Services:

- ▶ **Small compound containing a room for customs**, accommodation for 1 personnel and loose area being utilized for confiscated goods
- ▶ LCS is **surrounded by private properties (shops, houses) on side and agricultural land on back side**
- ▶ **Available**: customs room, EDI system, small godown for confiscated goods, one room accommodation for staff, solar panel, bank in the vicinity, CMPU at ~13 kms away from LCS
- ▶ **Not Available**: connectivity (internet, mobile), warehouse, weighbridge, isolation shed, plant quarantine/animal quarantine/ FSSAI, inspection area, truck parking, toilet



LCS Khunwa premises



## Thoothibari

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Thoothibari	Maharajganj	Uttar Pradesh	Nepal	

### Overview:

- ▶ **Primarily trade point**
- ▶ No immigration is required as India has free passenger movement treaty with Nepal
- ▶ **Located on zero line, Nepal customs is ~1 km away**



LCS Thoothibari

### Trade / Immigration Profile:

- ▶ Export grew substantially to INR 93 crores in 2019 from INR 15.41 crores in 2018
- ▶ **Import is yet not permitted through this LCS**
- ▶ **Major commodities of export:** motor parts, molasses, coal



LCS Thoothibari border gate

### Connectivity Profile:

- ▶ **Approach road (Thoothibari road) is not in good condition** but project has been passed and construction is yet to start.
- ▶ Nautanwa-Thoothibari-Nichlaul road connects to NH-24, ~ 25 kms away which leads to Phase II ICP Sunaili
- ▶ ~35 kms away from proposed Phase II ICP Sunauli



LCS Thoothibari office

### Infrastructure & Services:

- ▶ Room containing customs, toilet, pantry and confiscated goods
- ▶ **Available:** customs, EDI system, little space for confiscated goods, connectivity limited to BSNL, toilet, pantry, solar panel, bank ~1.5 km away
- ▶ **Not Available:** connectivity (internet), office building, colony for staff, inspection shed, truck parking, weighbridge, electricity



LCS Thoothibari office

## Attari Railway Station

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Attari Railway Station	Amritsar	Punjab	Pakistan	Wagah

### Overview:

- ▶ **Primarily immigration point**
- ▶ International Trains runs from Attari to Wagah
- ▶ Transit location for cargo movement from Wagah to Amritsar Railway Station
- ▶ Attari Railway Station is ~3 kms away from zero line and guarded by security forces and 2 kms from Wagah Station



Attari Railway Station platform

### Trade / Immigration Profile:

- ▶ **No trade or immigration since August 2019**
- ▶ When operational, two trains (Samjhauta Express) per week for immigration of 150-200 passenger and one train per day for transit cargo
- ▶ ~2 kms away from ICP Attari



Immigration & customs area for passenger

### Connectivity Profile:

- ▶ Connected with four lanes of NH3, ~1 km away approach road of two lanes



Custom area entry next to Immigration

### Infrastructure & Services:

- ▶ Total three platforms. Two platforms used for Samjhauta Express
- ▶ LCS in Railways property and surrounded by Private Agricultural land
- ▶ **Available:** passenger terminal & hall, driver quarantine room, bank, EDI system, parking, taxi stands
- ▶ **Not Available:** cargo terminal, warehouse, storage, weighbridge, isolation shade, plant/animal quarantine



Passenger waiting room facility

## Hussainiwala

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Hussainiwala	Ferozpur	Punjab	Pakistan	

### Overview:

- ▶ Non-Functional LCS



*Hussainiwala Border Gate*

### Trade / Immigration Profile:

- ▶ No trade or immigration since 1971
- ▶ LCS guarded by BSF with no infrastructure available for Customs / Immigrations
- ▶ ~180 kms away from ICP Attari



*Hussainiwala border premises*

### Connectivity Profile:

- ▶ Connected with four lanes of NH5.
- ▶ Approach road stretch is two lanes but LCS approach is through a bridge which is primarily one lane
- ▶ Connected with four lanes main and 2 lane approach road which continues in the opposite side of the border



*Approach road and multiple lines of defense*

### Infrastructure & Services:

- ▶ Marching Parade takes place at the border hence amphitheater and a museum infrastructure are available at the LCS
- ▶ Available: bank, toilet



*Bridge connecting LCS with district*

### 6.3.4 Summary of Online Interaction

#### Dhubri Steamer Ghat

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Dhubri Steamer Ghat	Dhubri	Assam	Bangladesh	Rowmati
<b>Overview:</b> <ul style="list-style-type: none"> <li>▶ Currently non-functional LCS.</li> <li>▶ Facilities like warehouse, weighbridge are not available at the LCS</li> <li>▶ Water level falls in summer, big boats are not allowed</li> <li>▶ NH 31 is 10 kms away from the LCS</li> </ul>				

#### Golakganj

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Golakganj	Dhubri	Assam	Bangladesh	Sonahaat
<b>Overview:</b> <ul style="list-style-type: none"> <li>▶ Trade point at Bangladesh border connecting to Sonarhat on the other side.</li> <li>▶ Operated from premises of BTC</li> <li>▶ Located ~100 meters from border point</li> <li>▶ Trade in FY 2019: Export- INR 2.26 crores. and Import- INR 22.91 crores</li> <li>▶ Major products exported: coal, boulder stone</li> <li>▶ Major products imported: cotton, fishing net and mosquito net</li> <li>▶ Approach road to the LCS is in average conditions</li> <li>▶ Facilities available: warehouse, weighbridge and parking facility</li> <li>▶ Facilities not available: EDI system</li> </ul>				

#### Mankachar

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Mankachar	South Salamara	Assam	Bangladesh	Natun Bandar
<b>Overview:</b> <ul style="list-style-type: none"> <li>▶ Operated from a very old building, which is not in good condition (300 meters from border point)</li> <li>▶ Facilities not available: EDI system</li> <li>▶ Major commodities for import: cement, plastic, cotton waste</li> <li>▶ Major commodities for export: boulder stones</li> </ul>				



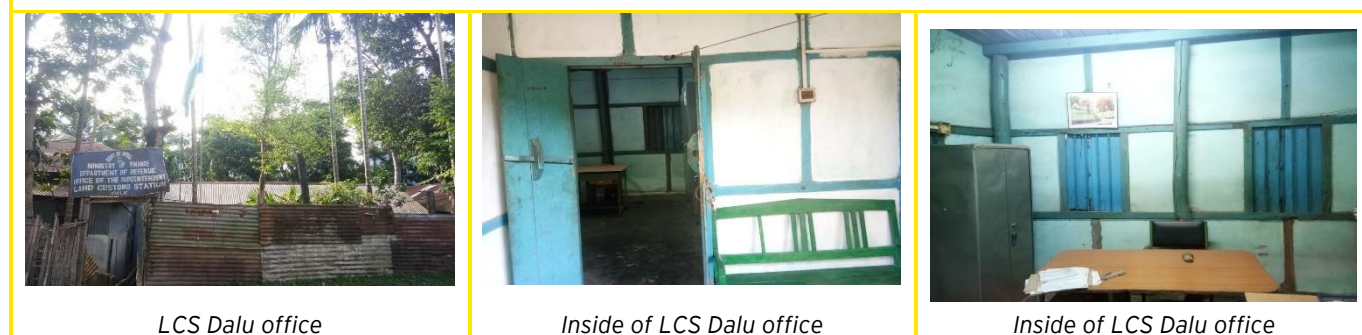


### Baghmara

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Baghmara	South Garo Hills	Meghalaya	Bangladesh	Bijoypur
<b>Overview:</b> <ul style="list-style-type: none"> <li>▶ Currently no trade happening</li> <li>▶ Earlier coal was exported from this LCS</li> <li>▶ Approach road to the LCS is good</li> <li>▶ Facilities available: office but in very bad condition</li> </ul>				

### Dalu

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Dalu	West Garo Hills	Meghalaya	Bangladesh	Nakugaon
<b>Overview:</b> <ul style="list-style-type: none"> <li>▶ Operated from the small rented tin shed</li> <li>▶ Mainly export oriented trade point, negligible import</li> <li>▶ Major commodities for export: boulder stone</li> <li>▶ Facilities not available: weighbridge, warehouse, parking</li> </ul>				






**Ghasuapara**

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Ghasuapara	South Garo Hills	Meghalaya	Bangladesh	Karoitol
<b>Overview:</b> <ul style="list-style-type: none"> <li>▶ Operated through makeshift office at border point, whenever required official visit the LCS</li> <li>▶ Trade happens in the month of Nov- Jan only</li> <li>▶ Major commodities for export: coal (only export through LCS)</li> </ul>				

**Mahendraganj**

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Mahendraganj	West Garo Hills	Meghalaya	Bangladesh	Dhannua Kamalpur
<b>Overview:</b> <ul style="list-style-type: none"> <li>▶ Custom office is 2.5 km from the border point; however, consignments are cleared from the temporary rented shed at the border point</li> <li>▶ Average trade in last four years: <ul style="list-style-type: none"> <li>▶ export: ~INR 4.55 crores</li> <li>▶ import: ~ INR 15.51 crores</li> </ul> </li> <li>▶ Major commodities for export: boulder stone, fresh ginger, crushed stone, fresh ginger, tamarind</li> <li>▶ Major commodities for import: synthetic net, cotton waste, cement, Handloom products, plastic</li> <li>▶ Agricultural land is available around LCS</li> <li>▶ Approach road to LCS is in good condition</li> <li>▶ Designated bank for deposit of Govt. revenue is in Tura, 82 kms away from LCS</li> <li>▶ Facilities not available: warehouse, parking, weighbridge</li> </ul>				
 <div> <div>LCS Mahendraganj office</div> <div>Mahendraganj Border Point Office</div> <div>Approach road</div> </div>				

**Khowaighat**

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Khowaighat	Khowai	Tripura	Bangladesh	Balla
<b>Overview:</b>				

- ▶ Operated from tin-shed
- ▶ Average import value FY 2016-2018, ~INR 1.2 crores, only import happens through LCS
- ▶ Major commodities for import: stone chips, fruit juice, cement
- ▶ Road connectivity is in very poor condition
- ▶ Facilities not available: EDI system, no basic amenities



LCS Khowaighat office



LCS Khowaighat office



Inside of LCS Khowaighat office

### Muhurighat

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Muhurighat	South Tripura	Tripura	Bangladesh	Belonia

#### Overview:

- ▶ ~20 kms away from the Highway NH-8
- ▶ Average import in FY 2016-2019 ~ INR 39.4 crores, only imports through this LCS
- ▶ Facilities available: weighbridge, mobile connectivity (very poor)
- ▶ Facilities not available: warehouse, parking



LCS Muhurighat office



LCS Muhurighat office Gate



Inside of LCS Muhurighat office

### Birpara

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Birpara	Jalpaiguri	West Bengal	Bhutan	Gomtu

#### Overview:

- ▶ Temporarily closed as approach road is under construction
- ▶ Major commodities for export: Dairy Product and Honey
- ▶ Major commodities for import: Wood
- ▶ Facilities available: warehouse
- ▶ Facilities not available: weighbridge, parking facilities

**Charmuchi**

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Chamurchi	Jalpaiguri	West Bengal	Bhutan	Samste
<b>Overview:</b>				
<ul style="list-style-type: none"> <li>▶ Average trade in FY 2019-2020:               <ul style="list-style-type: none"> <li>▶ export ~INR 68 crores</li> <li>▶ import ~INR 28 crores</li> </ul> </li> <li>▶ Approach road to the LCS is not in good condition</li> <li>▶ Major commodities for export: salt, sulphur, earth, stone, plaster, lime, cement</li> <li>▶ Major commodities for import: oil and fuels, base metals, machinery and electrical appliances, vehicles, wood, food</li> </ul>				

**Kulkuli**

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Kulkuli	Jalpaiguri	West Bengal	Bhutan	Lhamoizingkha
<b>Overview:</b>				
<ul style="list-style-type: none"> <li>▶ Seasonal LCS</li> <li>▶ Road condition between Kulkuli Bazar (India) and Lhamoizingkha (Bhutan) is in good condition</li> <li>▶ Major commodities for export: dairy product, honey</li> </ul>				

**Garbyang**

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Garbyang	Pithoragarh	Uttarakhand	China	Pulan
<b>Overview:</b>				
<ul style="list-style-type: none"> <li>▶ Trade happens only for five months Jun-Oct in a year, remains closed for rest of year</li> <li>▶ Average trade in FY 2016 -2019:               <ul style="list-style-type: none"> <li>▶ export ~INR 1.1 crores</li> <li>▶ import ~INR 5.2 crores</li> </ul> </li> <li>▶ Goods are transported on foot from Garbyang LCS to border point</li> <li>▶ Major commodities for import: raw pashmina carpet, quilt, shoes</li> <li>▶ Major commodities for export: sugar, carpet, utensils, match boxes</li> <li>▶ Facilities available: solar Panels</li> <li>▶ Facilities not available: no other infrastructure and facilities</li> </ul>				



LCS Garbyang office



Approach road to LCS Garbyang

## Nampong

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Nampong	Changlang	Arunachal Pradesh	Myanmar	Pangsau

### Overview:

- ▶ Currently non-functional.
- ▶ No immigration happens through LCS, people can enter up to 16 kms of zero line
- ▶ Border haat is available
- ▶ State Government has constructed the building for LCS office, however, has not yet handed over to customs
- ▶ Approach road to the LCS is in good condition



LCS Nampong Office



Shops constructed for Border Haat



Office for Border Haat

## Gauriphanta

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Gauriphanta	Lakhimpur Kheri	Uttar Pradesh	Nepal	Dhangadi

### Overview:

- ▶ Operated from the forest department premises
- ▶ Average trade in FY 2016-2019:
  - ▶ export ~INR 938 crores
  - ▶ import ~ INR 46.9 crores
- ▶ Major commodities for export: petroleum product, cement, wheat rice, machine parts
- ▶ Major commodities for import: turpentine oil, kattha
- ▶ Mainly export-oriented trade point
- ▶ Approach road to the LCS is in decent condition
- ▶ Proposal for the land acquisition is under process



- Facilities available: plant quarantine, solar panel
- Facilities not available: EDI system, other basic amenities



LCS Gauriphanta office



LCS Gauriphanta office



Inside of LCS Gauriphanta office

### Kunali

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Kunaili	Supaul	Bihar	Nepal	Rajbiraj

#### Overview:

- Major commodities for export: cloth, plastic, onion
- Mainly export-oriented trade point
- Affected by flood during rainy season almost every year
- Approach road to the LCS is in very bad condition, however road on the Nepal side is in good condition
- Facilities not available: basic amenities, parking, warehouse, weighbridge, quarantine
- Facilities available on LCS Rajbiraj (Nepal side): CCTVs, water supply, electricity back-up and online custom application

### Laukaha

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Laukaha	Madhubani	Bihar	Nepal	Malangawa

#### Overview:

- Operated from the rented office
- Major commodities for export: paddy, wheat, fruits, vegetables
- Affected by flood during rainy season
- Approach road to the LCS is in good condition
- Facilities available: solar panel, EDI system
- Facilities not available: warehouse, parking, weighbridge

**Pipraun**

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Pipraun	Madhubani	Bihar	Nepal	Jatahi

**Overview:**

- ▶ Operated from small ~500 Sq. ft. office
- ▶ Affected with the flood for some time in the year
- ▶ Approach road to the LCS is not in good condition
- ▶ Major commodities for export: cloths, motor parts, sports items, hardware
- ▶ Only export-oriented trade point
- ▶ Facilities available: EDI system
- ▶ Facilities not available: warehouse, parking and weighbridge

**Dharchula**

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Dharchula	Pithoragarh	Uttarakhand	Nepal	Darchula

**Overview:**

- ▶ Operated from small office, 500 meters away from zero line
- ▶ Approach road is narrow, proposal for motorable road up to Nepal has been sent
- ▶ Major commodities for export: construction material, chappal, clothes
- ▶ Major commodities for import: soap stone
- ▶ Facilities available: EDI system



LCS Dharchula office



Approach road



Inside of LCS Dharchula office

**Jhulaghat**

LCS Name	District	State	Bordering Country	LCS on Bordering Country
Jhulaghat	Pithoragarh	Uttarakhand	Nepal	Jhulaghat

**Overview:**

- ▶ Operated from one room office
- ▶ Trade volume for 2017-18:
  - ▶ export: INR 2.23 crores
  - ▶ Import: - INR 1.41 crores
- ▶ Major commodities for export: cloths, shoes, rubber sandal, jacket
- ▶ Only export-oriented trade point
- ▶ Highway NH -9 is 34 kms away and main road from LCS is 500 meters away
- ▶ Facilities available: EDI system, warehouse
- ▶ Facilities not available: weighbridge, parking facility



LCS Jhulaghat office



Inside of LCS Jhulaghat office

#### Adoosa, Chakan Da Bagh, Teetwal and Munabao Railway Station

LCS Name	State	Bordering Country	LCS on Bordering Country
Adoosa, Chakan Da Bagh, Teetwal and Munabao Railway Station	Jammu & Kashmir, Rajasthan	Pakistan	-

#### Overview:

- ▶ LCS in J&K (Adoosa, Chakan Da Bagh and Teetwal) and Munabao Railway Station (Rajasthan) have been majorly used for Immigration at LOC.
- ▶ LCS sites in J&K are in challenging location and may be taken up in later phases foreseeing current bordering relations at LOC



## 6.4 Summary of Comments from Stakeholders

A detailed e-presentation on LCS evaluation study was conducted on 19<sup>th</sup> November 2020 which was attended by close to 36 stakeholders from various Ministries, departments and state governments.

Prior to workshop, feedback from stakeholders such as Ministry of External Affairs (BM Division), Inland Waterways Authority of India, Bureau of Immigration was received. Post conclusion of the presentation, we requested the stakeholders for a detailed feedback.

Post the meeting, we further received feedback, suggestions, comments from Asian Development Bank, Bureau of Immigration (BOI), Government of Tripura, Inland Waterway Authority of India, Ministry of Commerce, Logistics Department, Ministry of Development of North Eastern Region (DONOR), Ministry of External Affairs, (Pakistan-I), Ministry of External Affairs (BM), Ministry of Road, Transport and Highways (MORTH), Niti Aayog.

Total of more than 90 comments received were evaluated, analysis and then responded. The comments have been categorized according to following categories:

1. **General Feedback:** Out of more than 90 comments, more than 70 were general in nature pertaining to Land Customs Stations to which no changes have been made in the report. These comments generally consisted of progress status of Phase-2 ICP's, increasing social media presence of LCSs once they are upgraded, adopting a particular operating model (PPP) for these LCS and initiatives that can be taken to enhance the efficiency of current ICPs which can later be replicated to the LCSs once approved for development.
2. **Specific Feedback:** Out of 90 comments, close to 15 were specific in nature pertaining to studies conducted by other stakeholders like ADB on SASEC corridors, IWAI on inland waterway connectivity with bordering countries. These have been incorporated as a section in the report so that LCS can be mapped with important trade routes or developed as a multi-modal ICP. The purpose of these addition is to further enhance connectivity of LCS thereby creating a network of logistic ecosystem. These additions have been made under section 2.2.2.3 (Connectivity) of Volume 1 of the report. After incorporating the feedback of PGA's, Infrastructure additions in the have been done in section 4.2 (Comprehensive list for infrastructure of ICP) of volume 1 of the report. The European Union model has been added in section 5 (Best Practices) of volume 1 of the report after feedback from Niti Aayog.
3. **Changes in report:** Remaining comments were evaluated, analyzed and corresponding necessary changes were made in the LCS Evaluation report. This includes two changes in the report:
  - i. Zokhawthar was shifted to Phase A after feedback from several stakeholders (BOI, MEA, ADB) regarding the strategic importance of this border point in Kaladan project, which is expected to become operational soon.
  - ii. Bholaganj was added in the report after conducting internal discussion and deliberation with LPAI stakeholders. Thus, necessary changes have been made in Volume 1 and Volume 2 of the report.

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