

2nd Edition : Apr' 21 – Mar'22



Land Ports: *Gateway to India*



Year celebration

Land Ports Authority of India

Message from Chairman



Shri. Aditya Mishra
Chairman

Financial year 2021-22 has been a significant year in the journey of Land Ports Authority of India. LPAI completed ten years of its foundation and celebrated the 10th Annual foundation day in the august presence of honourable Home and Cooperation Minister Shri. Amit Shah ji. Honourable Minister lauded the work being undertaken by LPAI and gave LPAI the “Panch Sutra” as a way forward in its journey. I am confident that LPAI will keep up the momentum it has gained in the last financial year and imbibe the “Panch Sutra” principles in not only LPAI’s future planning but also in the day-to-day activities as we move forward.

LPAI has been working to enhance the efficiency of its land ports and have taken several initiatives to facilitate trade and passenger movement in the last financial year. Some of the key initiatives in the last financial year include inauguration of BGF accommodation at Attari Land Port, custodianship of Raxaul Land Port, inauguration of new passenger terminal building at Petrapole land port, sanction of new land port at Nischintapur with rail connectivity. There has been significant progress on the construction work at Rupaidiha, Dawki and Sabroom land ports. LPAI plans to operationalise land port at Rupaidiha in the financial year 2022-23.

During the last financial year, Land ports witnessed a healthy growth of over 30% in trade volumes over the last financial year and a growth of over 45% in international passenger numbers through the land ports. I would congratulate the entire LPAI team, especially our representatives at the land ports, for their efforts in facilitating trade and passenger movement at the land ports.

I am confident that the LPAI team will continue the momentum and achieve greater milestones in the current financial year.

Message from leadership



Shri Sanjeev Gupta
Member -Planning &
Development

In March 2022 LPAI celebrated its 10th foundation day. LPAI has grown into a competent organisation during this period and is now taking confident strides on land port development and operations.

I am happy to share that LPAI is effectively performing the role it was envisaged to perform at its inception and is proactively engaging with other agencies in matters of trade and passenger facilitation with the neighbouring countries. In this past ten years, LPAI has operationalised nine land ports along India's land borders. The land ports developed by LPAI are equipped with state-of-the-art infrastructure meeting global standards. LPAI's projects team is further developing 14 more sanctioned land ports along the international border and is evaluating infrastructure augmentation at other 66 smaller land custom stations for enhancing passenger and trade movement. The focus of LPAI is to not only develop the port infrastructure but to provide a complete infrastructure solution for cross border trade with our neighbours.

One of the major challenges for land based cross border trade has been the transport infrastructure connectivity to the land ports. LPAI is now actively engaged with all our stakeholders to ensure time-bound improvement on this front. LPAI is also proactively taking up transport connectivity issues including development of rail sidings inside the land ports and connectivity to the nearest highways on priority.

I am sure that in the coming years land ports will not only contribute to the economic progress of India but also help enhance people to people connect with our land neighbours.

Message from leadership



**Mrs. Rekha Raikar
Kumar
Member -Finance**

In the last ten years LPAI has achieved many milestones. LPAI's goal is to not only to promote trade through land ports but also help contribute to the overall economy of the country by providing state of the art infrastructure, by reducing the cost of trade, promoting regional economy around the land ports especially in the North-eastern India and generating employment for the local ecosystem .We also strive to reduce migration of people at the bordering areas and provide them with better roads, infrastructure, health facilities education and better livelihood facilities. Under the National Trade facilitation charter, LPAI encourages industries to use land borders to trade with land neighbours.

There is great potential for travel and tourism industry across border and the land ports shall play a significant role in facilitation of the same using Fintech solutions. LPAI is especially focussed on making its land ports gender and disabled friendly and is taking proactive steps in this direction.

Imbibing the motto of “Vasudhaiv Kutumbakam”, LPAI is working closely with the neighbour countries to create a seamless passage for movement of people and cargo.

LPAI is an ambassador of our country on the international borders to connect people to people ,by connecting culture to culture.

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1. Way forward for LPAI: Panch sutra (पंच सूत्र)



Hon'ble Union Home and Co-operation Minister Shri Amit Shah addressed the 10th Foundation day celebrations of the Land Ports Authority of India (LPAI) in New Delhi as the Chief Guest. He commended LPAI on its 10 year journey and mentioned that:

"LPAI is the youngest among all undertakings of the Ministry of Home Affairs, but despite its young age, within 10 years, this authority has completed a big journey to fulfil its objectives."

Hon'ble Minister gave following five guiding principles as a way forward for LPAI:

1

Creating strong infrastructure
Connecting the country along borders.

2

Full implementation of welfare schemes to prevent migration from border areas.

3

Providing good connectivity in border areas.

4

Promoting public awareness and

5

Promoting trade through land borders.

2. Glimpse of 10th Foundation Day



3. Project development works at land ports



Chairman LPAI, Shri Aditya Mishra, gave a tour of the land port projects exhibition area to the Hon'ble Home and Co-operation Minister, Shri Amit Shah, during the 10th foundation day celebration.

At the end of FY 21-22, major project development works were ongoing at three land port locations, viz. Passenger Terminal Building (PTB) at Petrapole, Land Port at Rupaidiha and Land Port at Dawki. Table given below provides the physical and financial updates on these projects as on 31.03.2022.

Table 1: Financial and physical progress of projects

S. No	Land Port	State	Border	Project Cost (INR Cr)	Financial Progress (INR Cr)	Physical Progress (as on 31.03.22)
1	Construction of PTB at Petrapole	West Bengal	Indo-Bangladesh	435.54	167.05	37%
2	Development of land port at Rupaidiha	Uttar Pradesh	Indo-Nepal	148.78	102.02	71%
3	Construction of Land Port at Dawki	Meghalaya	Indo-Bangladesh	71.88	39.85	39%

4. BGF accommodation development works



The chief guest Hon'ble Home and Co-operation Minister, Shri Amit Shah, virtually inaugurated Border Guarding Forces (BGF) accommodation at Attari land port on 10th foundation day of LPAI. Accommodation buildings are being developed at below mentioned operational land ports for BGF.

Table 2: Financial and physical progress of BGF accommodations

S. No	Land Ports	State	Border	Project Cost (INR Cr)	Financial Progress (INR Cr)
1	Agartala	Tripura	Indo-Bangladesh	20.79	0.00
2	Attari	Punjab	Indo-Pakistan	22.41	25.30
3	Dawki	Meghalaya	Indo-Bangladesh	29.43	6.46
4	Jogbani	Bihar	Indo-Nepal	16.75	17.20
5	Moreh	Manipur	Indo-Myanmar	31.96	16.38
6	Petrapole	West Bengal	Indo-Bangladesh	29.43	8.39
7	Raxaul	Bihar	Indo-Nepal	20.24	0.00

5. Bilateral trade at a glance

with land neighbouring countries during past three financial years

India's land borders are full of opportunities and challenges. LPAI has been playing an important role in facilitating trade to land neighbours via land ports. Presently we have nine operational land ports and 14 proposed land ports under various stages of development.

Below is a comparison of India's trade via land ports vis-à-vis its overall trade with land neighbouring countries for the last three financial years.

India's total trade vs trade via land ports(crores)

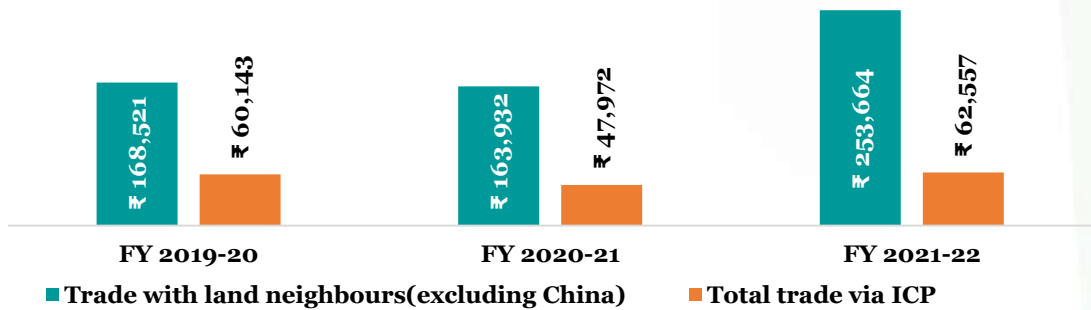


Figure 1: Bilateral trade Vs trade via land ports

In FY 2021-22, share of trade via land ports was approx. 25% of the total trade with neighbouring countries. In FY 2020-21 and FY 2019-20, this figure was 29% and 36% respectively. India's bilateral trade with land neighbouring countries has increased by 55% in FY 2021-22 when compared with previous year. Below chart compares trade with neighbouring countries through land ports vis-à-vis overall trade with these countries during FY 2021-22.

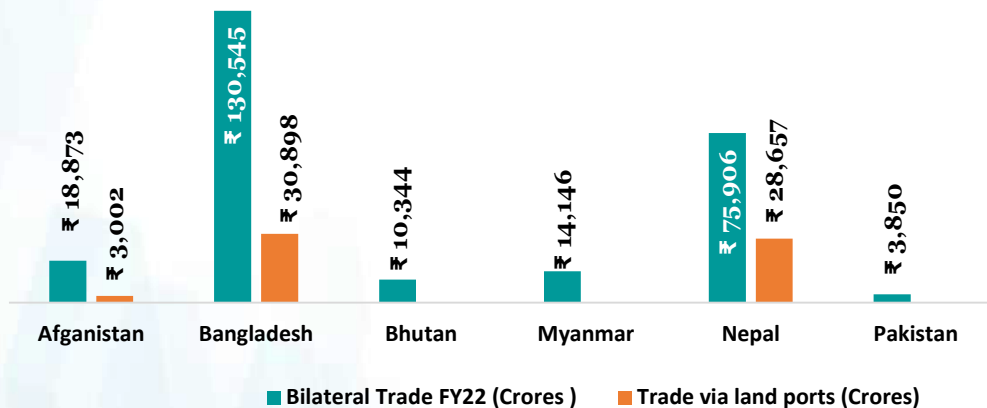


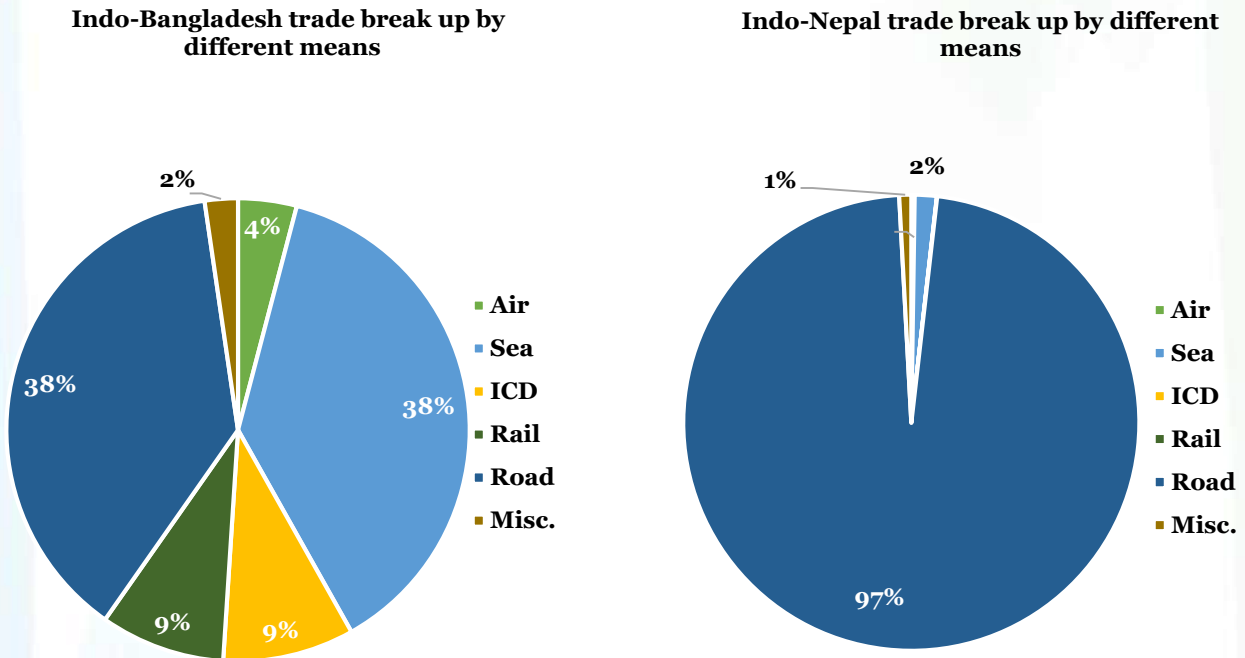
Figure 2: Country wise break up of trade (Crores)

5. Bilateral trade at a glance

with land neighbouring countries during past three financial years

Trade through land ports accounts for approx. 24% of total bilateral trade between India-Bangladesh, while it accounts for around 38% between India and Nepal and around 16% between India and Afghanistan.

Figure 3: Bilateral trade breakup with Bangladesh and Nepal by means of transports



Above pie charts show estimated breakup of India-Bangladesh and India –Nepal trade for past two years with respect to various mode of transports.

- It has been observed that 38% of bilateral trade with Bangladesh goes via road out of which 24 % goes through land ports.
- It has been observed that 97% of bilateral trade with Nepal goes via road however only 38% of bilateral trade goes via land ports.
- LPAI is working towards promoting the rail based EXIM trade through its Land Ports along with increase in road based trade.

6. EXIM trade between India and Bangladesh

While Bangladesh is India's biggest trade partner in South Asia, India is its second biggest trade partner overall. Bilateral trade between India and Bangladesh has grown steadily over the last decade. Despite the onset of the COVID-19 pandemic in the year 2020, trade between the two countries continued to take place following all the Covid-19 protocols. Below charts shows the share of major export and import commodities with Bangladesh during FY 2021-22.

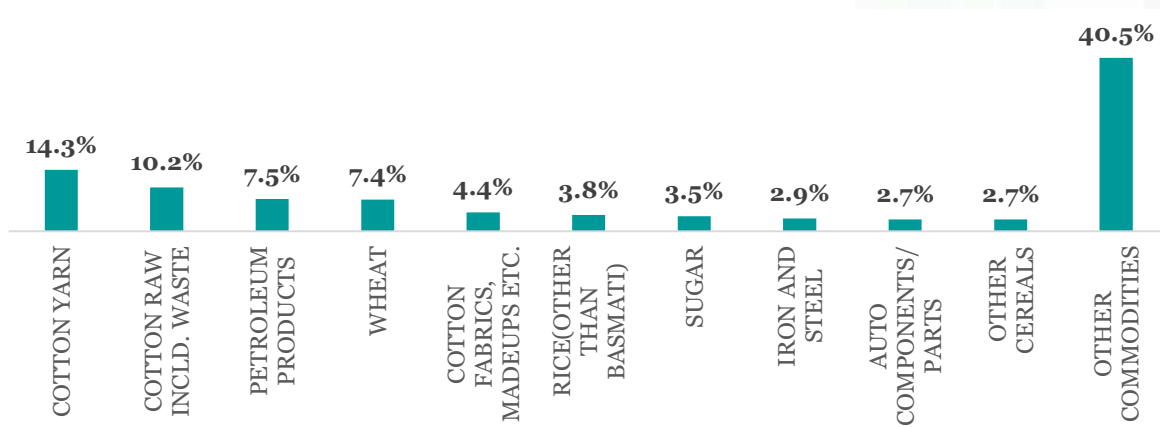


Figure 4: Major commodities exported with Bangladesh during FY 2021-22 (% of trade value)

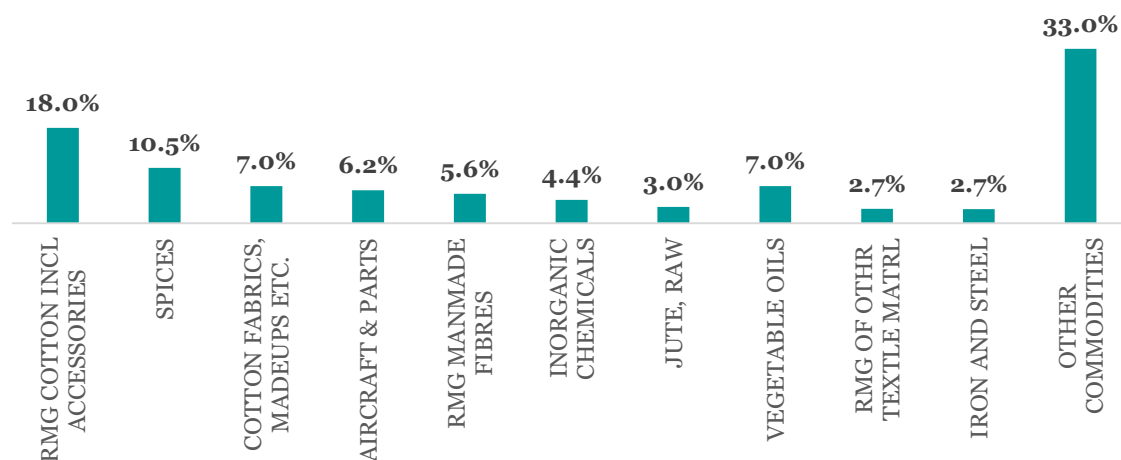


Figure 5: Major commodities imported from Bangladesh during FY 2021-22 (% of trade value)

India and Bangladesh are adopting various institutional mechanisms to promote bilateral trade including periodic trade review meetings, operationalisation of motor vehicle agreement and greater port-to-port collaboration. India-Bangladesh CEO's Forum was launched in December 2020 to provide policy level inputs in various areas of trade and investment and also to facilitate exchanges among the business communities of both the countries.

7. EXIM trade between India and Nepal

India and Nepal are close allies and Nepal is a priority nation under the 'Neighbourhood First' policy. India is Nepal's largest export market, the biggest source of its imports and the top investor of foreign capital. India also provides Nepal transit facility through its territory to access sea ports for trading with rest of the world. Below charts shows the share of major export and import commodities with Nepal during FY 2021-22.

Top Commodity Exported with Nepal during FY2021-22

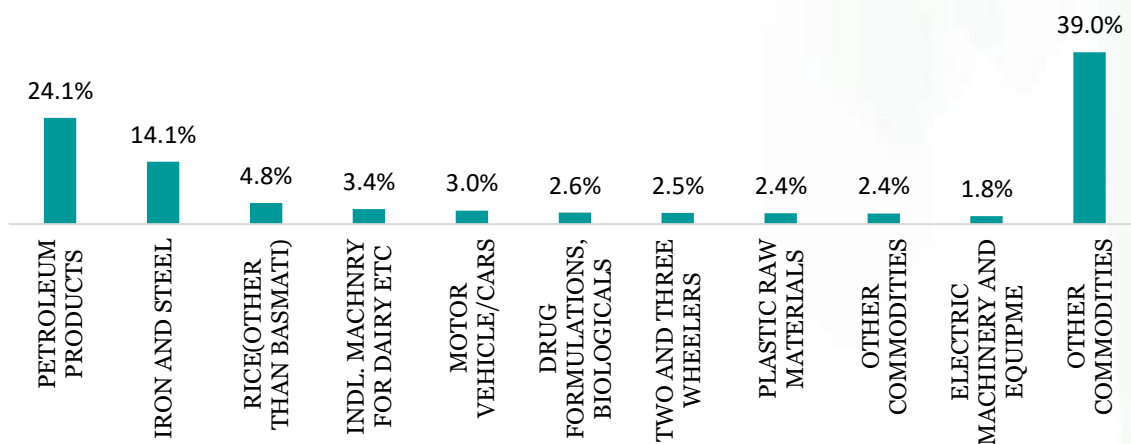


Figure 6: Top Commodities exported (% of trade value)

Top commodities Imported from Nepal during FY 2021-22

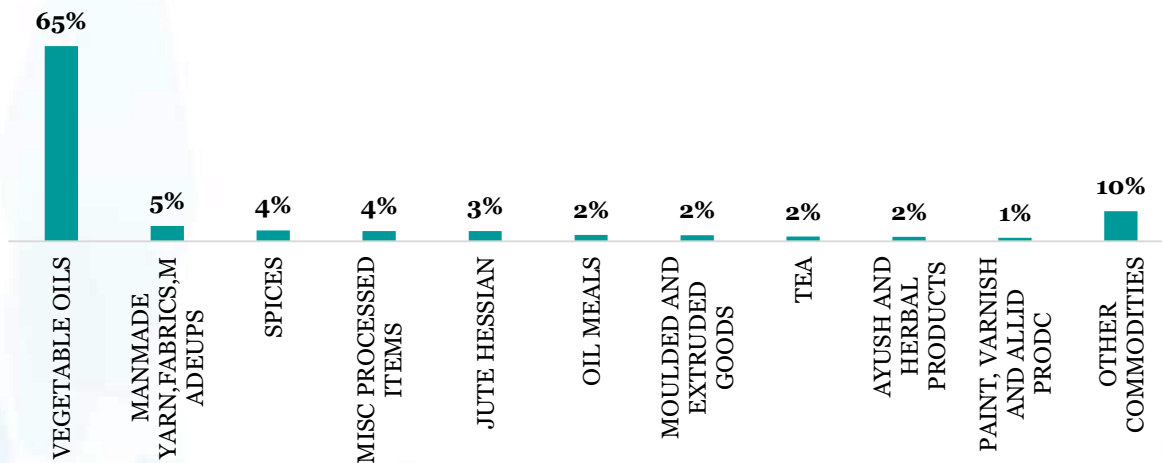


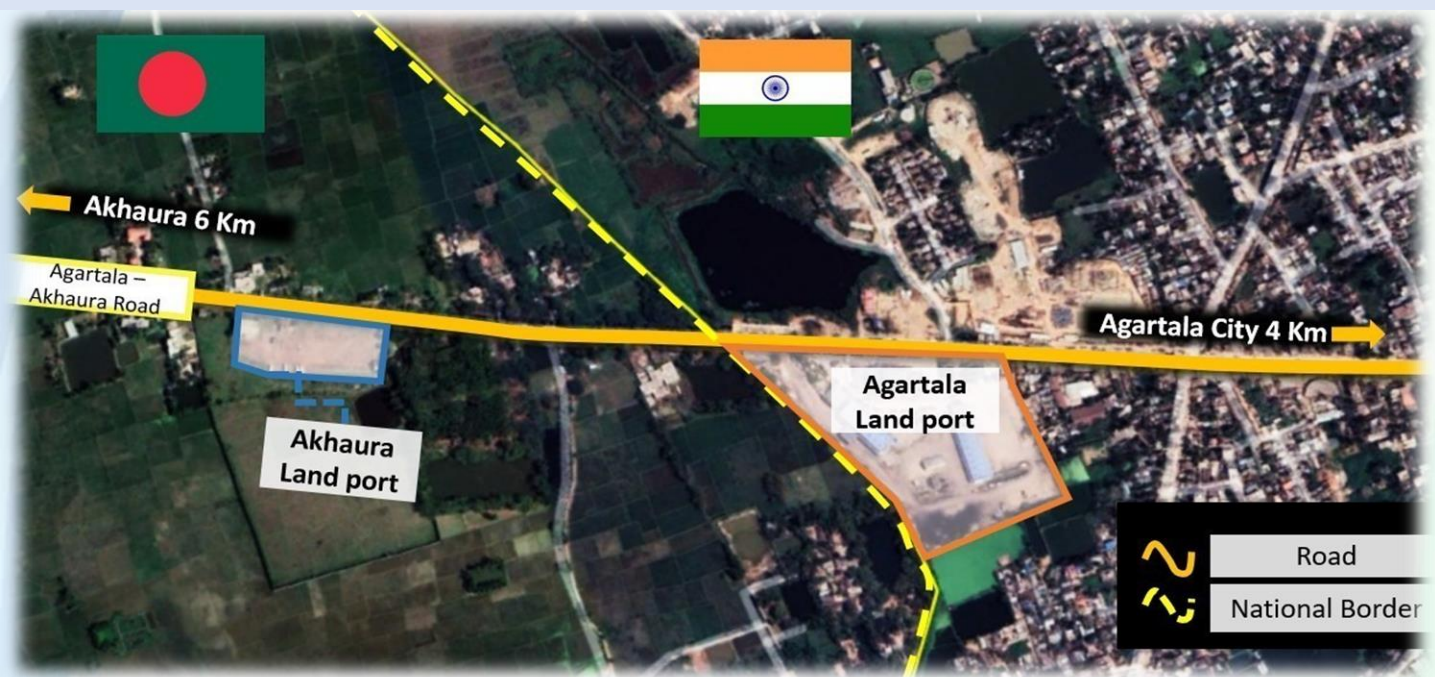
Figure 7: Top Commodities imported (% of trade value)

Petroleum products and Iron and Steel are top exports while vegetable oil is the most imported commodity, 65% of total imports was vegetables oil during FY 2021-22. High import of vegetable oil can be attributed to zero duty under a regional treaty between India and Nepal.

8. Trade details of land ports



8.1 Agartala- Land Port



Agartala land port in Tripura is the only land port located in the municipal area of any capital city. It has the potential to be the gateway of India's corridor with South-East Asia and plays a significant role in strengthening India-Bangladesh relationship. Land port is well connected to national highways NH8 via arterial roads.

Figure 8: YoY Trade (Crores)

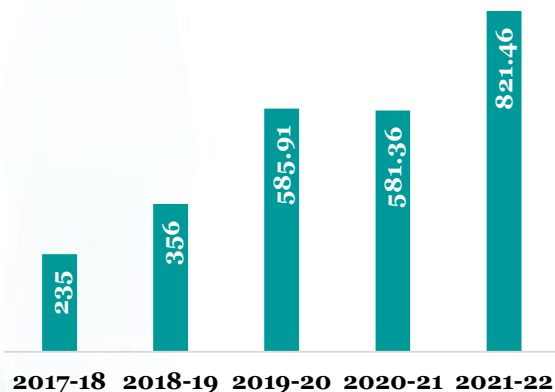
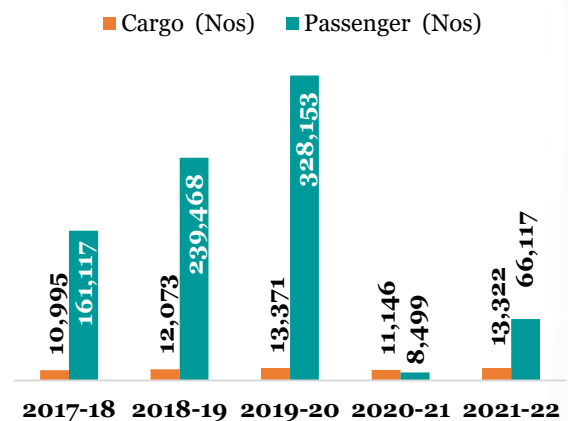


Figure 9: YoY Movement of Passengers & Vehicles



In the last 5 years trade has witnessed a significant increase. There was sharp decline in number of passengers in last two years, that can be attributed to pandemic related travel restrictions. Agartala land port, has shown very good sign of post pandemic recovery, with 41% increase in trade value in FY 2021-22 compared to previous financial year. Number of passenger are also increasing gradually though it is still not close to the pre pandemic numbers.

8.1 Agartala- Land Port

Agartala land port is presently second largest trading route/port between India and Bangladesh, after Petrapole land port. During FY 2021-22 import through the land port was INR 648.58 crore while export was INR 172.88 crore. Graph below shows month wise break up of EXIM trade via Agartala land port.

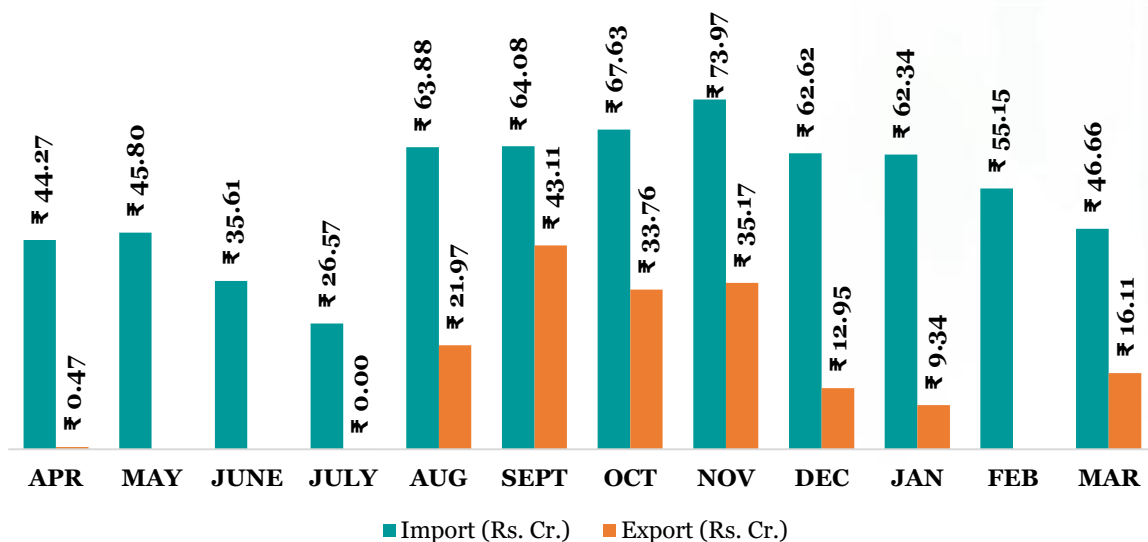


Figure 10: FY 2021-22 Import Export Agartala (crores)

Top exports through land port are Agri produces like wheat and rice, whereas top import items are vegetable oil, marine products followed by construction materials during FY 2021-22.

There is a list of 40 items which can be exported from India to Bangladesh via Agartala* land port. There is no restriction for exports from Bangladesh to India.

Table 3: Top export

S.N	Top Commodities exported	%
1	Wheat	85.3%
2	Rice(other Than Basmati)	13.9%
3	Marine Products	0.5%
4	Fresh Vegetables	0.1%
5	Spices	0.1%
6	Plastic Sheet, Film, Plats Etc	0.1%

Table 4: Top import

S.N	Top Commodities Imported	%
1	Vegetable Oils	47%
2	Marine Products	34%
3	Iron And Steel	4%
4	Moulded And Extruded Goods	3%
5	Cement, Clinker And Asbestos Cement	3%
6	Other Commodities	9%

*These items include fish ,cotton threads, cattle, milk powder, sugar, fresh fruits, plants and herbs, seeds, rice, wheat, stones and boulders, marble stones , coal, pesticides, China Clay, wood timber, stone chips, onion, asafoetida, garlic, ginger, quartz, bamboo, betel leaves, CNG spare parts, dry fish, assorted spices, dry animal skin, jeera, corn, broom, cashew, generators, broken glass, chocolate, baby wipers, confectionary items, bitumen, raw rubber.

8.1 Agartala-Land Port



- On 10th Feb 2022, Chairman LPAI Shri Aditya Mishra visited ICP Agartala to inaugurate Azadi Ka Amrit Mahotsav. Also held meeting with Commandant, BSF and other Stakeholders.

- ICP Manager Agartala Sh. Debasis Nandi attended UGC-SAP international Seminar on developing cooperation between India and Bangladesh



- Cultural program organized to celebrate 50th Bangladesh Liberation Day at Agartala land port organized by BSF.

- Group photograph of 18 trainee IAS officers on their winter study tour with ICP Manager and BSF commandant. They were also given a walk through facilities at land port.



8.2 Attari-Land Port



Attari land port is the only land port at India –Pakistan border and serves as point of trade not just for Pakistan but also for Afghanistan. The land port is within the city limits of Amritsar and is well connected with national highways in India. Despite reduction in the overall India-Pakistan trade in the recent years, Attari land port remains a strategic trading point for trade with Afghanistan and Pakistan.

Figure 11: YOY trade (Crores)

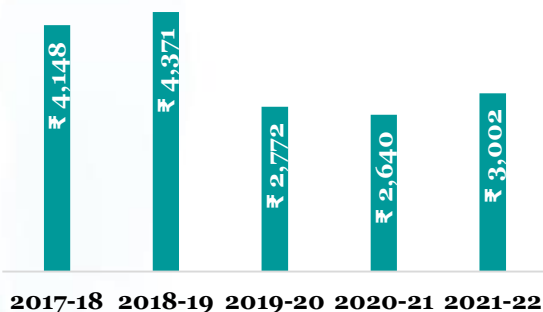
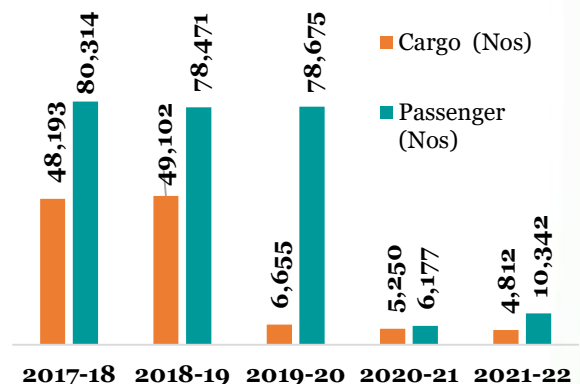


Figure 12: YoY Passengers and vehicle numbers

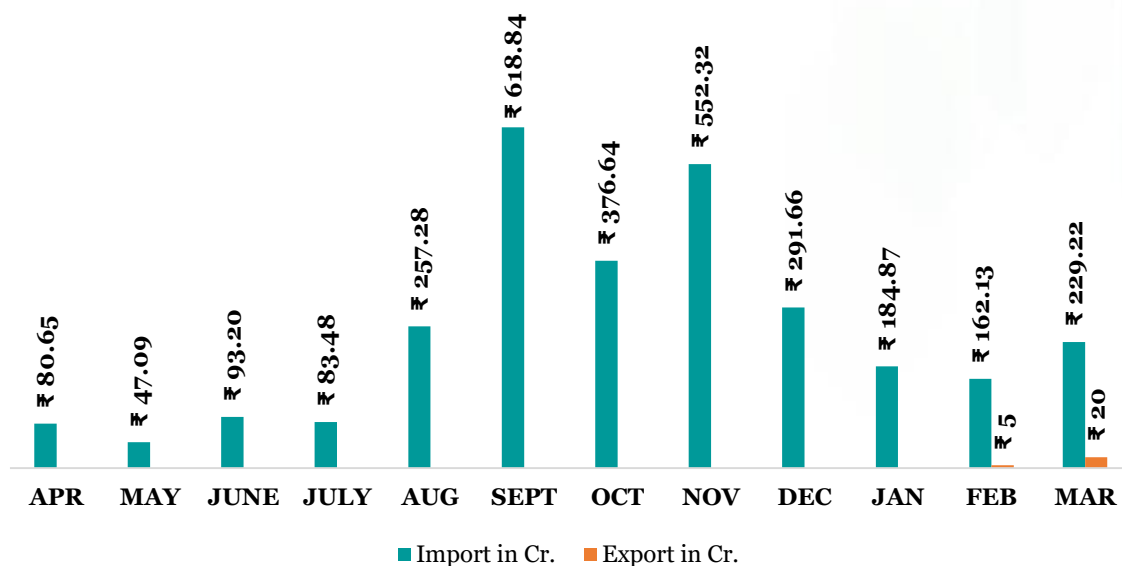


India's trade with Pakistan via Attari was constantly rising till 2018-19 before the disruption of trade relations. At present, the land port is predominantly used for imports from Afghanistan and for Indian Government's humanitarian assistance to the people of Afghanistan. In FY 2021-22, Attari land port witnessed 14% of growth in trade value over the previous financial year. Prior to Covid-19, movement of passengers was approximately seventy nine thousand annually. However, this has declined drastically in last 2 years. Other than pandemic, political instability in Afghanistan during this period is also a reason for the decline in passenger movement.

8.2 Attari-Land Port

In FY 21-22, the land port witnessed imports worth INR 2,977.38 crore and exports worth INR 25 crore. Below chart shows monthly break up of import and export during FY 2021-22, total import Via Attari.

Figure 13: Monthly Import and Export via Attari during FY-2021-22(crores)



India's major items of import through Attari land port include fresh fruit, spices and other food items. Since FY 2019-20 there is limited export via Attari and mostly imports from Afghanistan are being recorded. India has provided food grain and humanitarian aid to Afghanistan via land port Attari in FY 2021-22.

Figure 13.1: Humanitarian aid to Afghanistan via Attari



Table 5: Top import

Commodity wise Import	In %
Fresh Fruits	76%
Spices	7%
Pulses	6%
Processed Fruits And Juices	5%
Fresh Vegetables	3%
Other Commodities	3%

8.2 Attari-Land Port



- India's Foreign Secretary Harsh Vardhan Shringla & Afghan Ambassador flag off trucks carrying the first consignment of Wheat for Afghanistan via Attari land port.

- Chairman LPAI accompanied Bangladeshi delegation in observing the joint retreat ceremony at Attari-Wagha, which concluded the delegation's visit to land port Attari and DeraBaba Nanak Punjab.

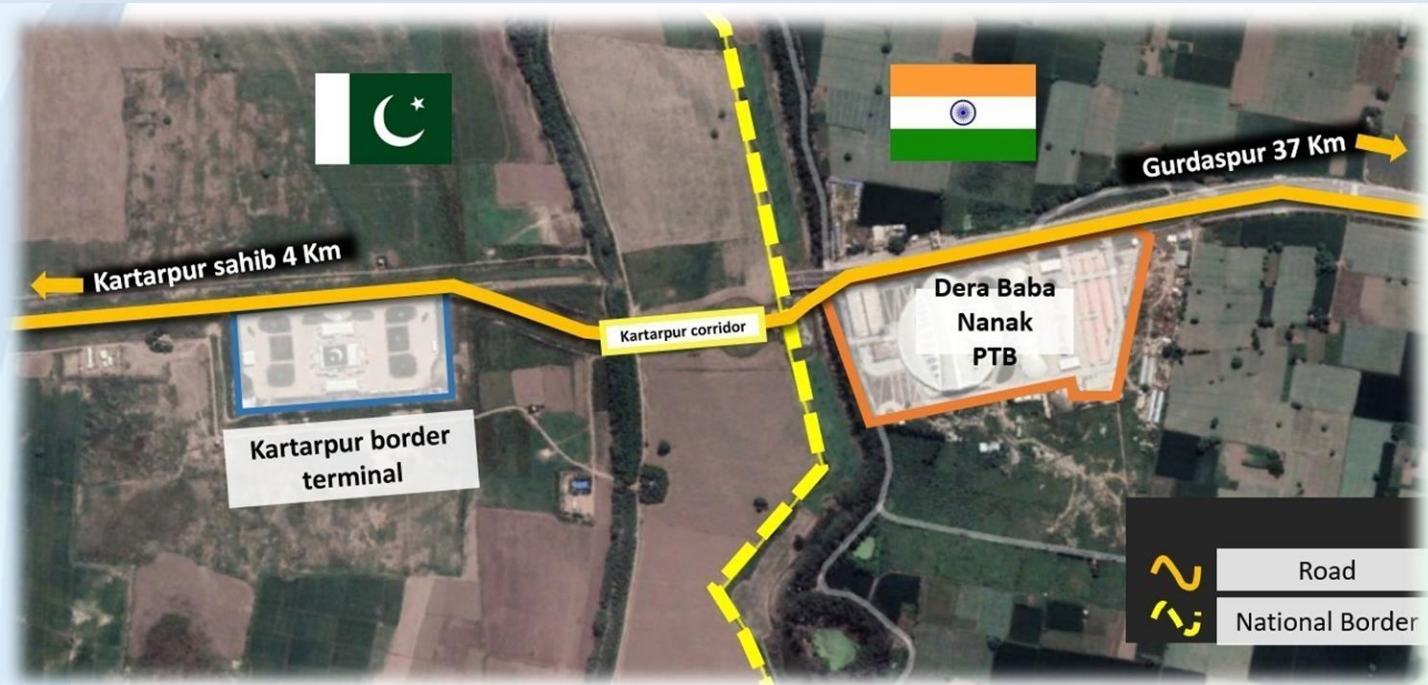


- At conference hall of Attari land port, Dy Director from Plant Quarantine Amritsar held an awareness seminar on plant quarantine overviews and discussed agenda points and issues with stakeholders.

- Attari land port has put up selfie corner during celebration of Azadi ka Amrit Mahotsav.

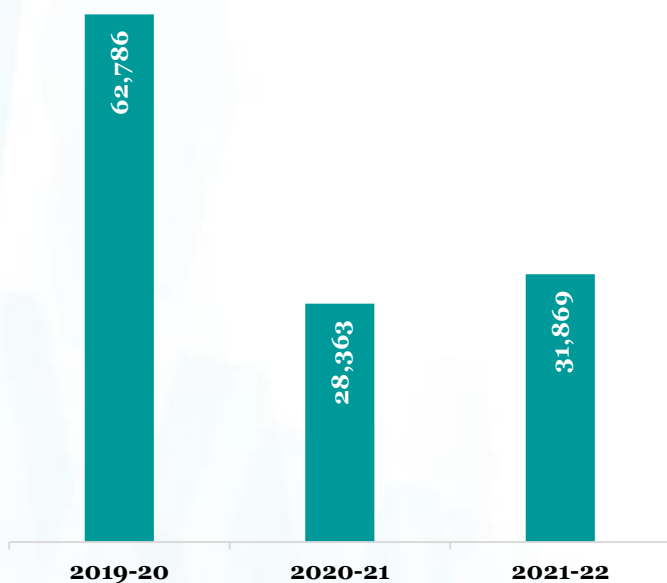


8.3 Dera Baba Nanak PTB - Land Port



Dera Baba Nanak (DBN) is one of its kind land port, facilitating pilgrims from India to Kartarpur Sahib corridor in Pakistan. This land port was inaugurated by the Honourable Prime Minister of India Sh. Narendra Modi on 9th November 2019. The land port was closed during 2020-21 due to Covid-19 related travel restriction. After relaxation in travel bans land port was reopened for pilgrims on 17 November 2021. Below chart shows passenger movement via DBN.

Figure 14: Passengers Incoming/ Outcoming via DBN



In total 1,23,018 passengers have crossed borders via DBN for Kartarpur Sahib pilgrimage till 31.03.2022. An increase of 12% has been recorded in FY 2021-22 over previous year. This data is from November 2021 till March 2022, as PTB was closed during remaining period due to Covid-19 restrictions.

Maximum flow of passenger was witnessed in pre pandemic period in FY 2019-20. Passenger flow is expected to rise again in coming times.

8.3 Dera Baba Nanak PTB - Land Port

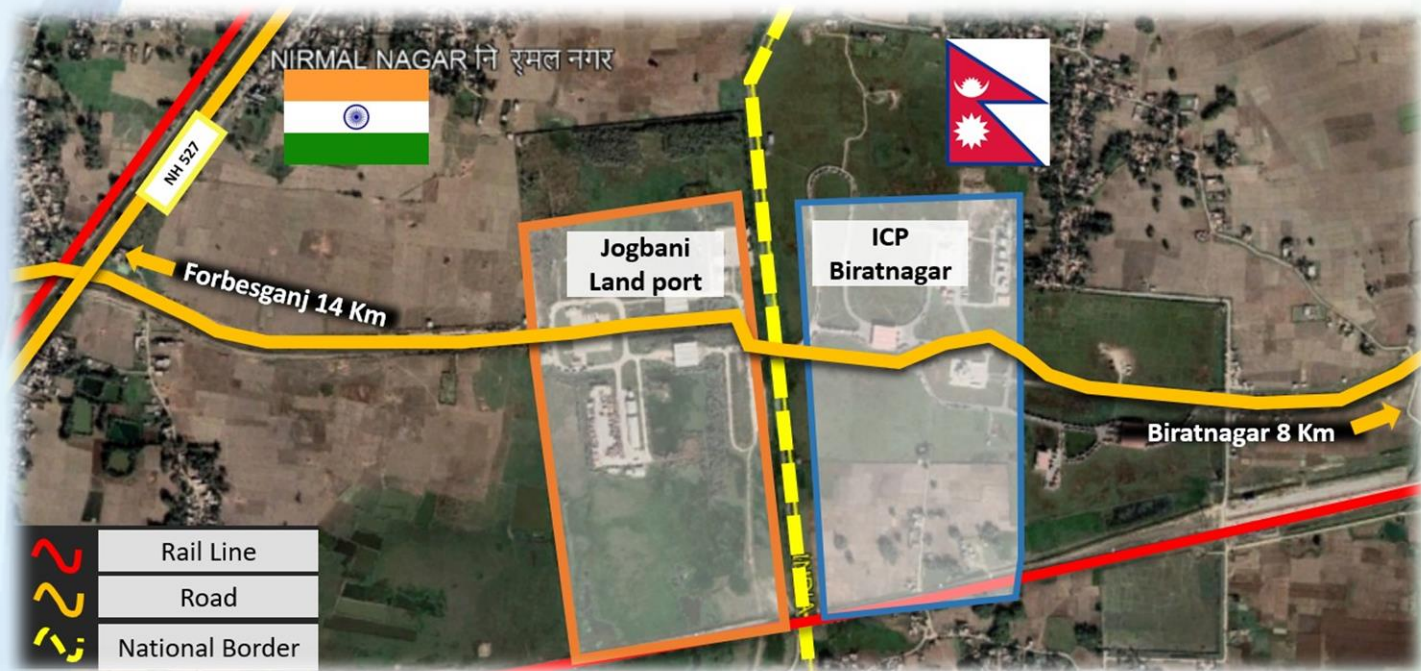


1. Land port DBN is proudly offering world class facilities for passengers.



2. A delegation from Bangladesh led by H.E. Md. Alamgir Chairman BLPA accompanied by LPAI Chairman Shri Aditya Mishra on their way to visit land port Dera Baba Nanak & land port Attari, were greeted warmly by our team at land port in December 2021.

8.4 Jogbani-Land-Port



Jogbani land port (India) – Biratnagar (Nepal) is an important route for interchange of bilateral and third country trade between India and Nepal. The land port is located at a distance of about 325 Kms from the city of Patna. It is well connected with two national highways NH27/NH31 via arterial roads.

Figure 15: YOY trade Jogbani

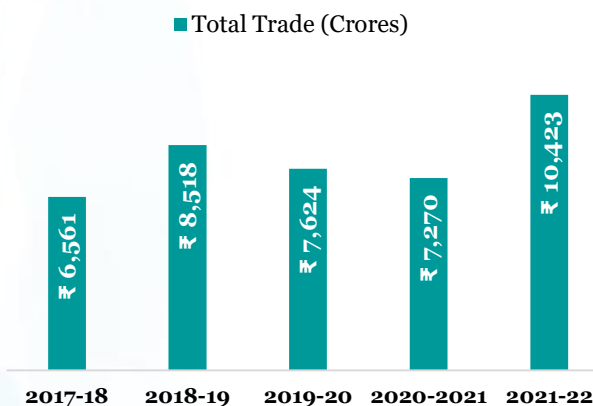
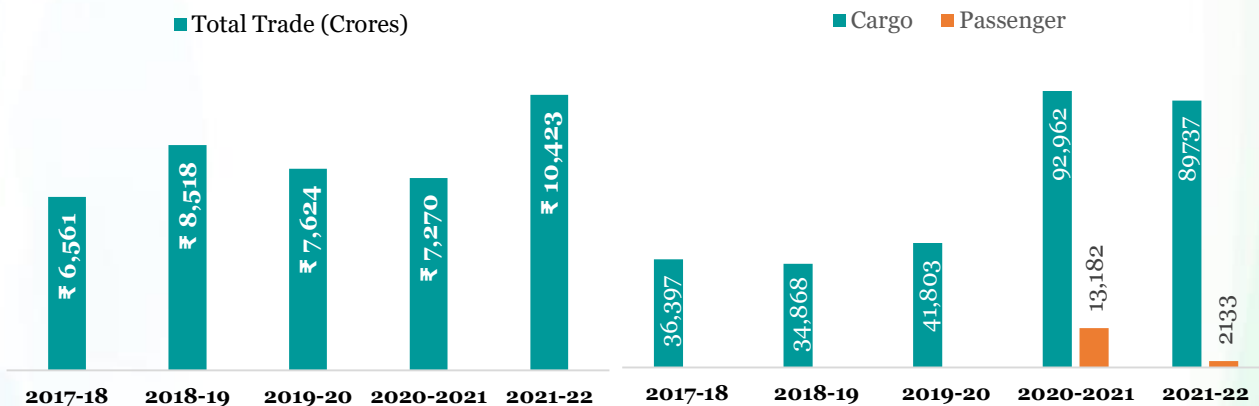


Figure 16: Vehicle and passenger movement

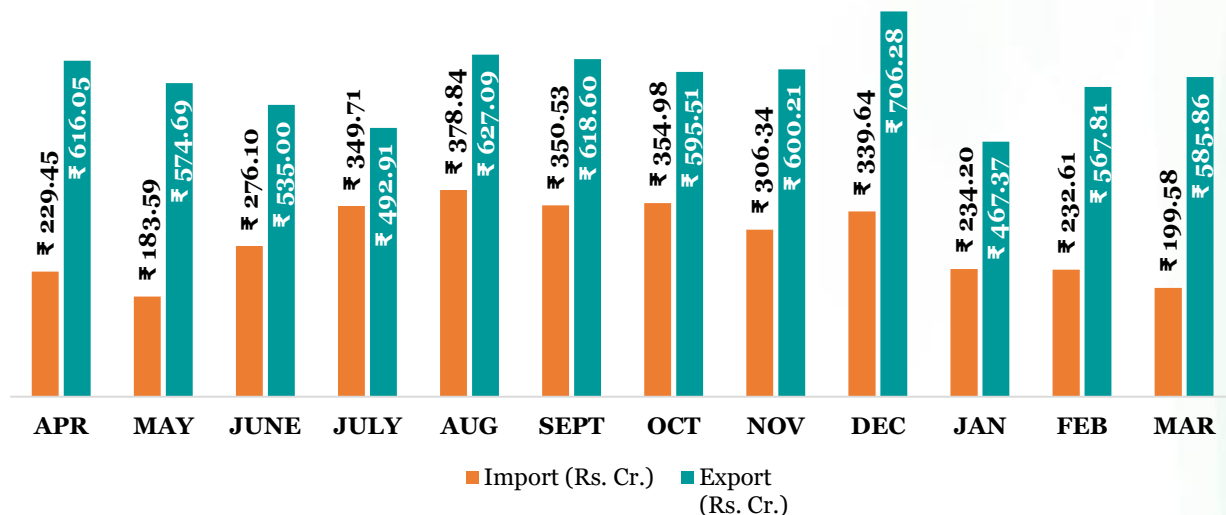


Trade via Jogbani land port has grown by 47% in FY 2021-22 when compared with previous year. This land port does not have a passenger terminal however during pandemic some passenger movement was recorded. The reason behind the passenger movement through Jogbani was the result of shutting down of existing passenger movement routes and the land port acting as sanitized transit point for crossing international border.

8.4 Jogbani-Land-Port

Total Import is INR 3,436 crore while export recorded is INR 6,987 crore via Jogbani land port during FY 2021-22. Below chart shows monthly EXIM trade via land port.

Figure 17: FY-2021-22 import and export Jogbani (Monthly trade in crores)



Tables below shows top import and export commodities via land port during FY 2021-22. While vegetable oils accounted for 61% of the import commodities Iron and Steel accounted for 24% of exported commodities via Jogbani land port during FY 2021-22.

Table 6: Top export

S..N.	Jogbani Top 10 export	%
1	Iron And Steel	24%
2	Petroleum Products	10%
3	Indl. Machinery For Dairy Etc	6%
4	Other Cereals	5%
5	Rice(other Than Basmati)	4%
6	Plastic Raw Materials	4%
7	Products Of Iron And Steel	3%
8	Manmade Staple Fibre	2%
9	Other Commodities	2%
10	Electric Machinery And Equipment	2%

Table 7: Top import

S.N.	Jogbani Top 10 imports	%
1	Vegetable Oils	61%
2	Jute Hessian	10%
3	Manmade Yarn, fabrics, made ups	10%
4	Moulded And Extruded Goods	4%
5	Other Jute Manufactures	3%
6	Oil Meals	2%
7	Cereal Preparations	2%
8	Paper, Paper Board And Product	1%
9	Jute Yarn	1%
10	Copper And Products Made Of Copper	1%

8.4 Jogbani-Land-Port



- ICP Manager Jogbani and ICP staff greeting Nepal delegation under the lead of Shri Satish Sivan, JS, MEA(DPA-III) responsible for grant assistance to Nepal.

- Manager ICP Jogbani welcomed Shri. Deepak Bhattarai, DG of Railways, Government of Nepal with LPAI memento.

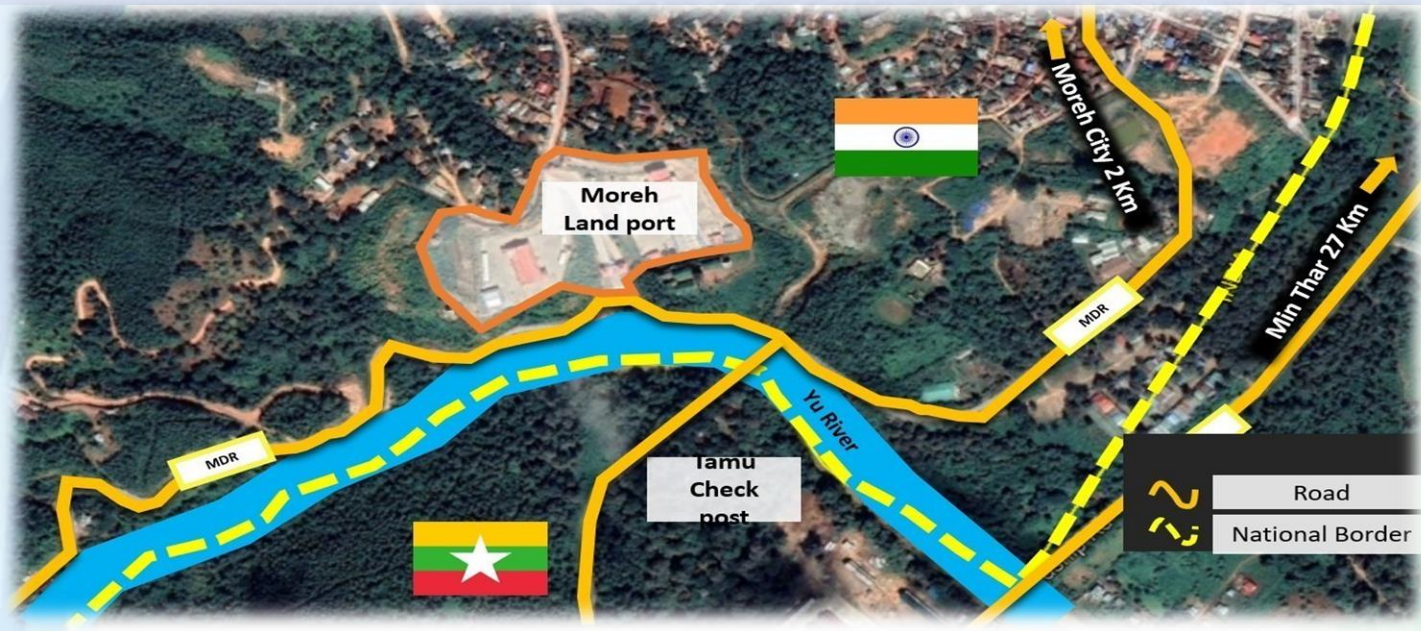


- Main building was illuminated via tri colour lights to celebrate Azadi ka Amrit Mahotsav at land port Petrapole

- Cycle rally organized by Jogbani land port to celebrate Azadi ka Amrit Mahotsav.



8.5 Moreh –Land Port



Land port Moreh is located at a distance of about 110 kms from the city of Imphal. Due to its strategic location, Moreh has the advantage of acting as India's gateway to the East through the Moreh-Tamu border point. This is presently the only feasible land route for trade between India and Myanmar and other South East Asian Countries. Land port is situated along the proposed 1,360 kms long India-Myanmar-Thai land Trilateral Highway. Moreh is also Connected to national highway (NH102) via arterial roads.

Land port Moreh is majorly a passenger terminal. Presently there is no trade or very minimal trade happening via Moreh land port. However there have been some import export activities via Moreh in recent past.

Figure 18: YOY trade Via Moreh (Crores)

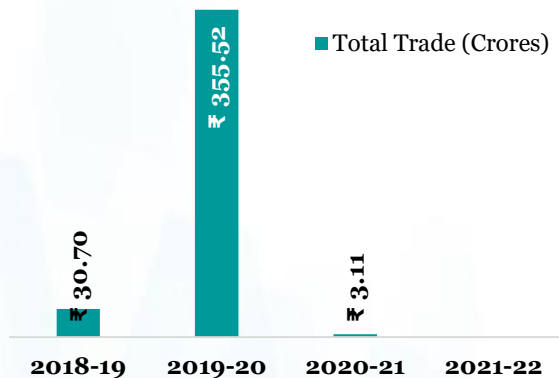
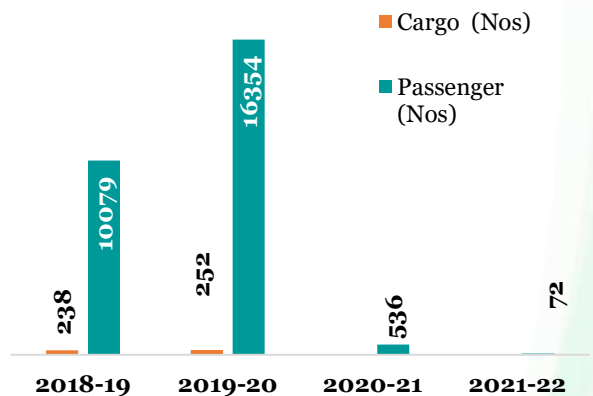
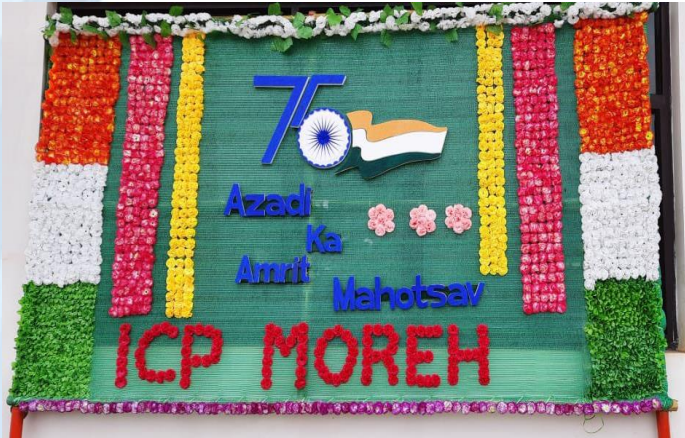


Figure 19: Passenger movement



8.5 Moreh –Land Port



- Flower decoration for Azadi ka Amrit Mahotsav at Moreh land port .

- Member (Finance) LPAI chaired a consultative meeting with Department of Commerce and Industries, Government of Manipur and local stakeholders.



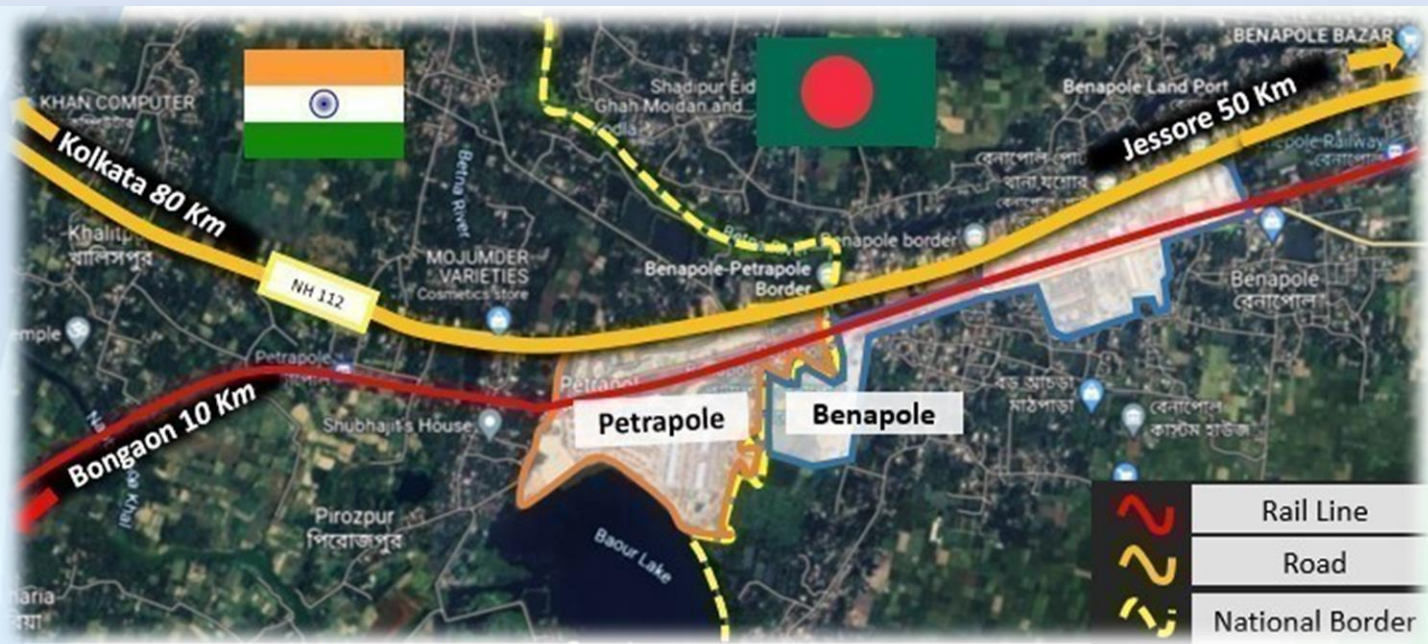
- Ms. Mannuamching, Tengenoupal's DC, & Mr. B. Golianmang, Tengenoupal's SP, paid a visit to Moreh land port



- Azadi Ka Amrit Mahotsav Celebrations held at Moreh land port, in this duration several sports and cultural events were organized. Local people and staff and stakeholders participated with great enthusiasm.



8.6 Petrapole-Land Port



Petrapole land port, is South Asia's largest land port in terms of cargo and passenger movement. Land port is well connected with NH112/NH -35. It is less than 100 kms away from city of Kolkata, and Dhaka the capital of Bangladesh, is approximately 180 kms away. Below graphs shows glimpse of last five years trade.

Figure 20: Petrapole trade YOY(crores)

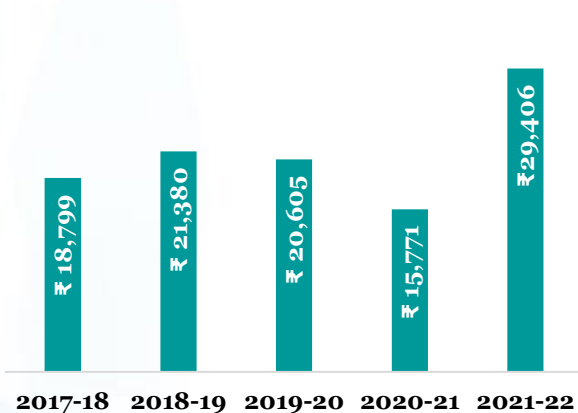
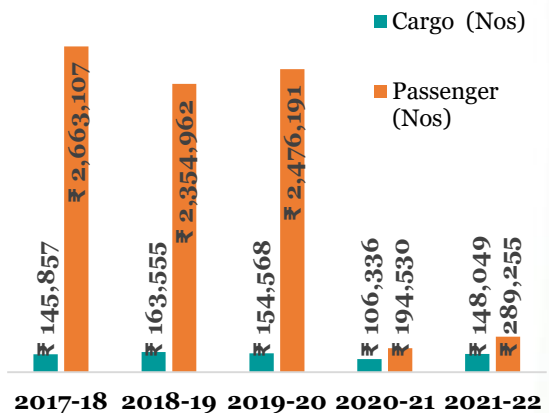


Figure 21: Movement of Passengers & Cargo

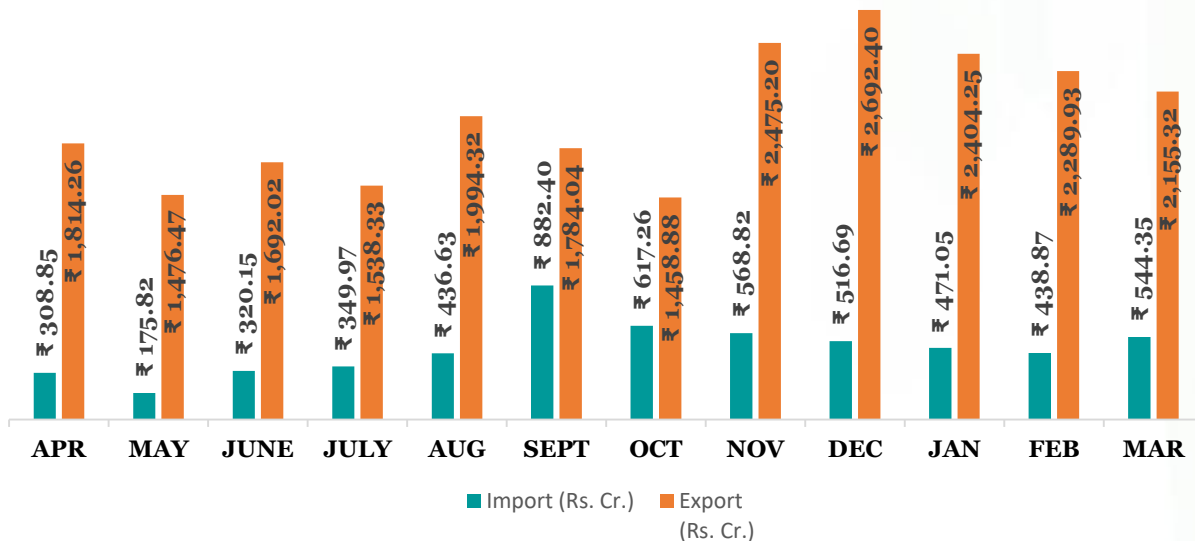


Petrapole –Benapole is main route of the land trade between India and Bangladesh. Since operationalized land port has been witnessing an upward trend in bilateral trade. Due to pandemic there was slight dip in trade FY 2020-21. However FY 2021-22 was a good year in terms of trade for Petrapole land port, as it recorded 86% increase in trade as compare to the previous year. Number passengers crossing the land port has also been increasing gradually which had declined due to pandemic.

8.6 Petrapole-Land Port

Below chart illustrate movement of import and export monthly via land port Petrapole during FY 2021-22, Export stands INR 23,775.40 crore while INR 5,630.86 crore imports were recorded.

Figure 22: FY - 2021-22 import and export via Petrapole(Monthly trade in crores)



Below tables are showing top 10 import and export commodity during FY2021-22. Raw cotton and fabric yarn are top commodity exported, followed by Iron and Steel. Major import include ready made cotton garments and manmade fibres

Table 8: Top export

S.N	Petrapole top export	%
1	Cotton Raw Include. Waste	16%
2	Cotton Fabrics, Made ups etc.	14%
3	Cotton Yarn	9%
4	Iron And Steel	7%
5	Motor Vehicle/Cars	5%
6	Auto Components/Parts	4%
7	Manmade yarn, Fabrics, made ups	4%
8	Industrial Machinery For Dairy	3%
9	Products Of Iron And Steel	3%
10	Cosmetics And Toiletries	2%

Table 9: Top import

S.N	Petrapole Top 10 imports	%
1	Rmg Cotton Include Accessories	37%
2	Rmg Manmade Fibres	11%
3	Jute, Raw	8%
4	Cotton Fabrics, Made ups etc.	7%
5	Oil Meals	6%
6	Other Commodities	5%
7	Rmg Of Other Textile Martial	5%
8	Marine Products	4%
9	Other Jute Manufactures	3%
10	Footwear Of Leather	3%

8.6 Petrapole-Land Port



- Aerial View of Petrapole land port.

- Mr. Md. Sarwar Alam, Joint Secretary, & Project Director, BRCP-1 & BLPA Dhaka, led a team from Bangladesh Land Port Authority to Petrapole land port to finalise the construction of the proposed 2nd Cargo Gate. Mr. Giteshdeep Singh Sandhu, Director Projects, LPAI greeted them graciously

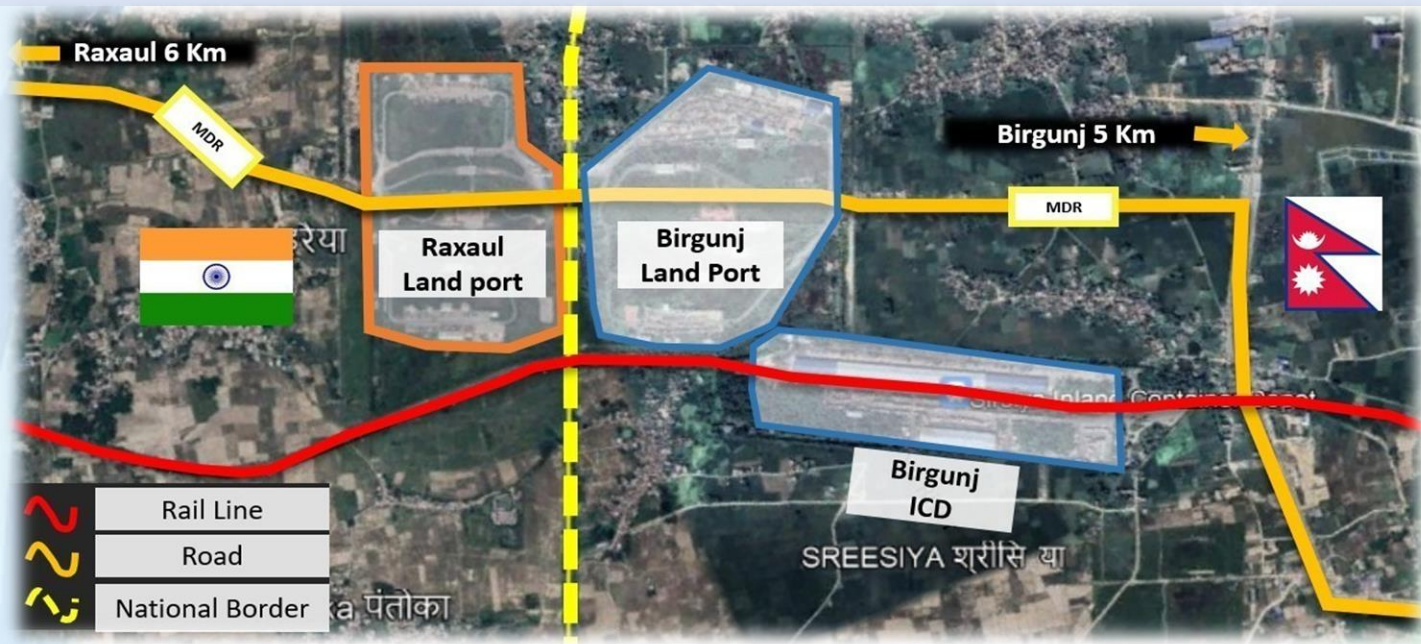


- Director Projects, LPAI is inspecting 3D project model along with Bangladeshi delegation.

- Celebration of Azadi ka Amrit Mahotsav at Petrapole land port.



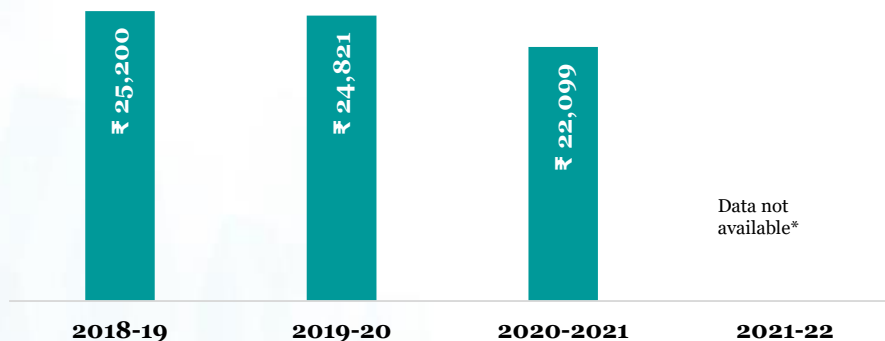
8.7 Raxaul –Land Port



Raxaul (India) – Birgunj (Nepal) is the most important route for interchange of bilateral and third country trade between India and Nepal. Raxaul is mainly a cargo transit point. It is very close to Raxaul Railway Station and is well connected with NH27. Some Important development at Raxaul took place in recent time to improve trade and revenue enhancement.

- Operational responsibilities of land port have been taken over by LPAI from Balmer Lawrie company on April 2021.
- Raxaul land port has recorded highest ever revenue in month of September 2021.
- Online entry of Cargo vehicle has been started in two phases.
- Other than this Raxaul land port has maintained a beautiful garden at around land port in 10 acres area, which has enhanced the ambience of land port.

Figure 23: YOY Raxaul trade (Crore)

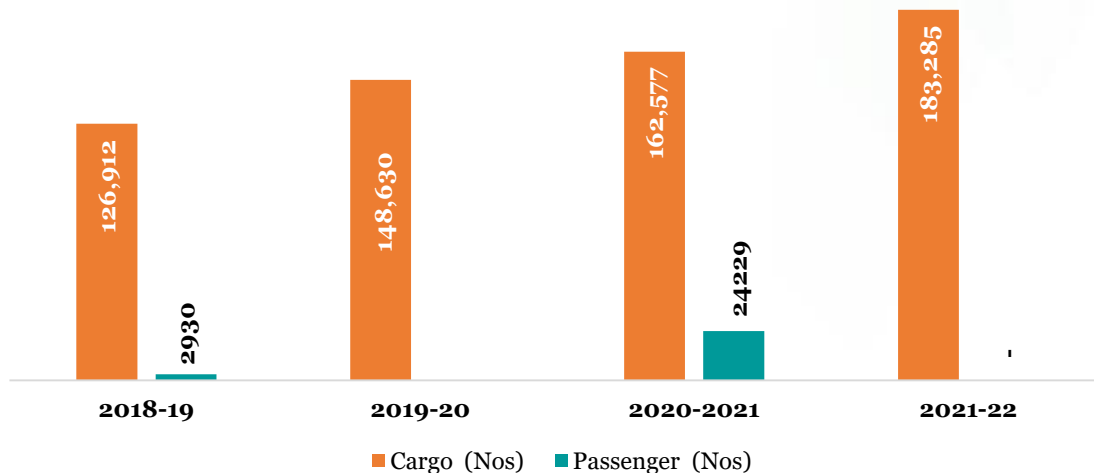


* Trade data is unavailable for FY 2021-22 Raxaul. Custom has not shared data.

8.7 Raxaul –Land Port

Graph on previous page shows trade, and following cargo vs passengers movement via Raxaul land port for last five financial years. A 13% of rise in cargo movement is observed in FY 2021-22 when compared with previous year. Rise in cargo movement indicate positive signs of post pandemic recovery.

Figure 24: Movement of passengers & cargo via Raxaul



Petroleum product and Iron and Steel are top commodities exported via Raxaul land port. However in import top commodity is vegetable oil has topped the chart with 82% during FY 2021-22.

Table 9: Top export

S.N	Raxaul top 10 exports	%
1	Petroleum Products	34%
2	Iron And Steel	17%
3	Drug Formulations, Biologicals	4%
4	Motor Vehicle/Cars	3%
5	Indl. Machinery For Dairy Etc	3%
6	Electric Machinery And Equipment's	2%
7	Rice(other Than Basmati)	2%
8	Auto Components/Parts	2%
9	Two And Three Wheelers& construction machinery	3%

Table 10: Top import

S.N	Raxaul top 10 imports	%
1	Vegetable Oils	82%
2	Misc. Processed Items	6%
3	Oil Meals	2%
4	Ayush And Herbal Products	2%
5	Manmade Yarn, Fabrics, Made ups	2%
6	Cosmetics And Toiletries	1%
7	Moulded And Extruded Goods	1%
8	Footwear Of Leather	1%
9	Other commodity	3%

8.7 Raxaul –Land Port



- During celebration of Azadi ka Amrit Mahotsav electronic entry gate has been decorated with lights.

- Shri Satish Sivan, JS MEA, and Sh. Karun Bansal, First Secretary, Embassy of India, Kathmandu, paid a visit to Raxaul land port.



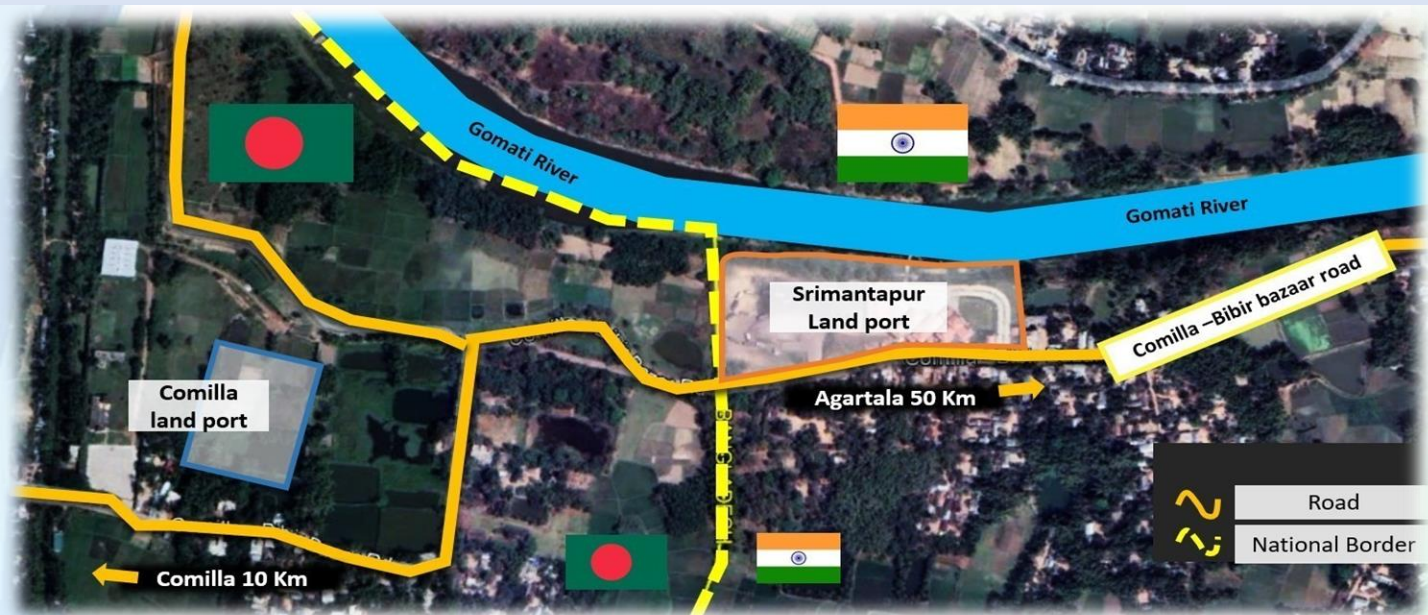
- Smt. Namgya C Khampa, Deputy Chief of Mission India in Nepal & Consul General of India in Birgunj visited land port.



- Land port has done repair work of connecting road of land port and taken measure to reduce congestion on this road which was very notorious for traffic jams. This effort is very much appreciated by local media.



8.8 Srimantapur –Land Port



In year 2020 LPAI upgraded land custom station (LCS) Srimantapur to land port. Srimantapur is located at a distance of 63 Km from Agartala and approximately 10 Kms from the Comilla district of the Bangladesh. This makes Srimantapur land port a viable and cost-efficient route for trade between India and Bangladesh.

With the opening of the floating jetty at the land port, Tripura has joined the map of Inland-Water Transport and this is expected to further boost trade between the two countries.

Figure 25: YOY Trade via Srimantapur (crores)

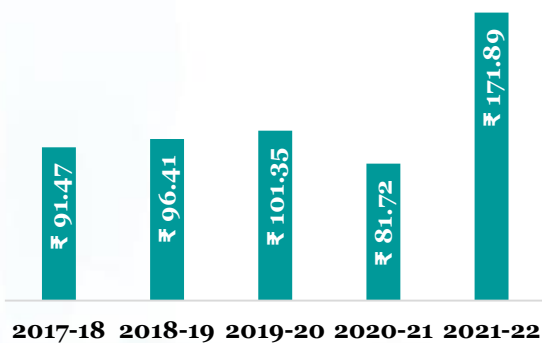
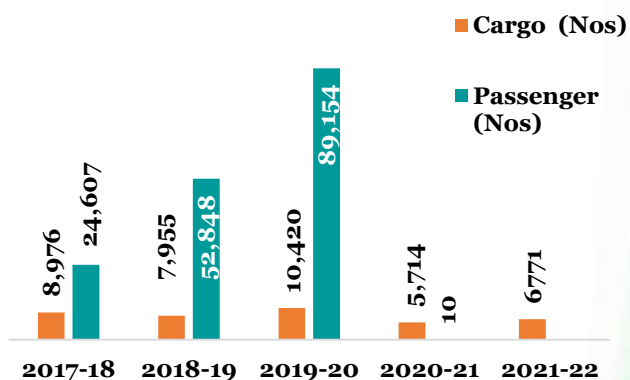


Figure 26: Passengers & Cargo movement

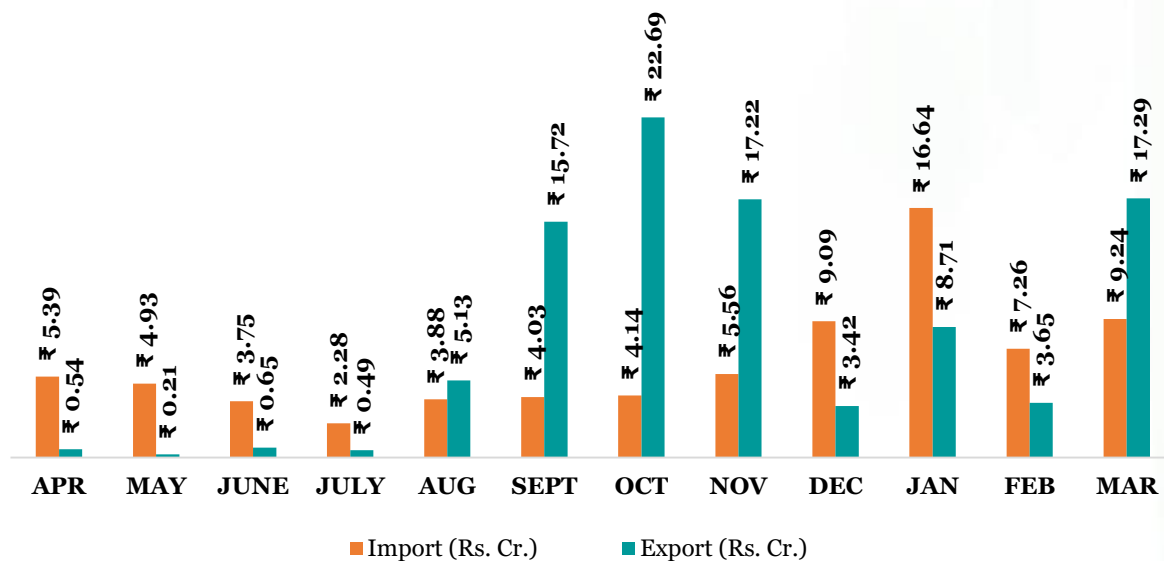


In FY 2021-22 bilateral trade between India-Bangladesh via Srimantapur land port was 171.89 crores, which is highest in past five years. Trade has grown up to 110% in FY 2021-22 compared to last year which is a positive sign for post pandemic recovery at land port.

8.8 Srimantapur –Land Port

Below chart shows monthly break up of import and export during FY 2021-22 via Srimantapur land port. During FY2021-22 export was INR 95.71 crores while recorded imports were INR 76 crores.

Figure 27: FY 2021-22 Import Export –Srimantapur monthly trade (crores)



While wheat and spices topped the list of exports via Srimantapur land port, the major imports were construction materials and coal during FY 2021-22.

Table 11: Top export

S.N	Srimantapur commodity wise export	%
1	Wheat	94.4%
2	Spices	4.3%
3	Handcrafts (Handmade Crpts)	0.4%
4	Processed Fruits And Juices	0.3%
5	Other Cereals	0.3%
6	Fresh Fruits	0.2%

Table 12: Top import

S.N	Srimantapur commodity wise import	%
1	Cement, Clinker And Asbestos Cement	88%
2	Coal, Coke and Briquettes Etc	4%
3	Misc. Processed Items	3%
4	Moulded And Extruded Goods	1%
5	Petroleum Products	1%
6	Glass And Glassware	1%

8.8 Srimantapur –Land Port



- Honourable Chief Minister of Tripura Shri Biplab Deb, Director project LPAI and ICP Manager together after signing MOU.

- Signing of the MOU for Development of IWT at Srimantapur with Inland Waterways Authority & Transport Department Govt of Tripura. On 15 Feb 2022.



- During celebration of Azadi ka Amrit Mahotsav water jetty has been decorated at land port.

- Celebrating Azadi ka Amrit Mahotsav at land port



8.9 Sutarkandi –Land Port



Sutarkandi is located at a very strategic location which has a river (Kushiara) connectivity at Lakhi Bazar which is just 3 kms away from land port. It will be connected with Mahishasan-Kalaura rail route which is about 10 kms from the land port. Nearest airport at Silcher is 100 km away from land port and thus it has potential for multimodal connectivity.

Figure 28: Sutarkandi Trade (Crores) YOY

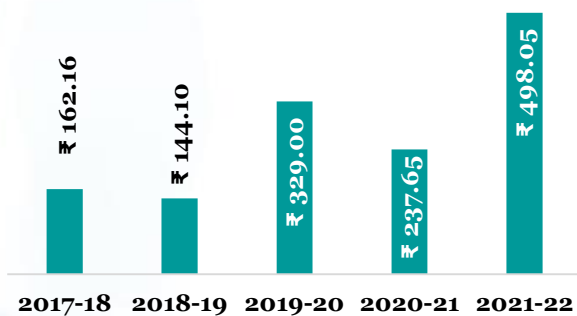
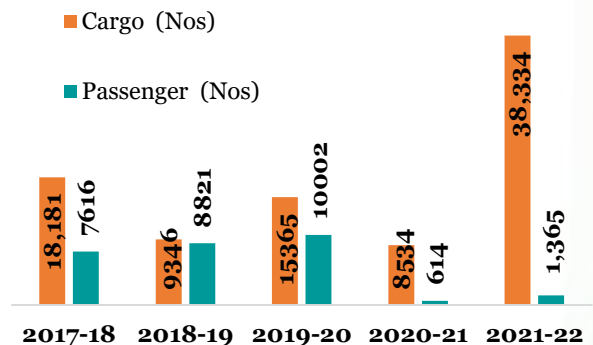


Figure 29: Passengers & Cargo movement

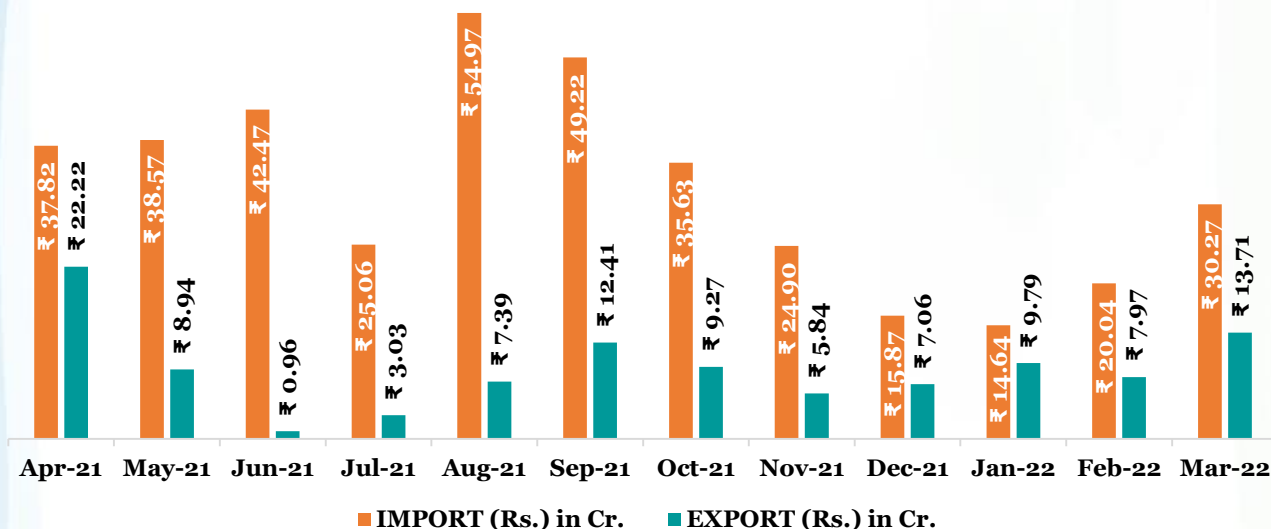


In FY 2021-22 bilateral trade between India and Bangladesh was INR 498.05 crores via land port Sutarkandi. Value of trade has gone up at Sutarkandi by 110% in FY 2021-22 when compare with previous year. Compared to previous year, passengers movement has doubled and the cargo movement has grown around 4.5 times . These are positive signs of post pandemic recovery.

8.9 Sutarkandi –Land Port

In FY 2021-22 EXIM trade monthly break up is shown in below chart. Where export recorded was 108.59 crores Imports stood at 389.5 crores.

Figure30: Sutarkandi -Import &Export During FY2021-22



During FY 2021-22, minerals and ore topped the list of export followed by rice and coal at Sutarkandi land port. Top import were vegetable oils with 50% of overall imports, followed by cereal preparations at 17% .

Tables below illustrate detailed break up of EXIM commodities % wise during FY 2021-22.

Table 13: Top export

S.N	Sutarkandi top export	%
1	Bulk Minerals And Ores	45%
2	Rice(other Than Basmati)	19%
3	Coal, coke And Briquettes Etc	18%
4	Cement, Clinker And Asbestos Cement	11%
5	Spices	5%
6	Marine Products	2%

Table 14: Top import

S.N	Sutarkandi top imports	%
1	Vegetable Oils	50%
2	Cereal Preparations	17%
3	Misc. Processed Items	16%
4	Moulded And Extruded Goods	9%
5	Cement, Clinker And Asbestos Cement	2%
6	Packaging Materials	1%
7	Cotton Raw Include. Waste	1%
8	Plywood And Allied Products	1%
9	Rmg Of Other Textile Material	1%

8.9 Sutarkandi –Land Port



- H.E. Chairman, Bangladesh Land Ports Authority, paid a visit to land port Sutarkandi.

- ICP Manager had presented certificates of appreciation to staff for services at land port Sutarkandi to make Azadi ka Mahotsav a huge success.



- Painting created by local artist during Azadi ka Amrit Mahotsav.

- Land port Sutarkandi commemorated the families of Karimganj For celebration of Azadi ka Amrit .



9. Projects works



Dawki Land Port under construction



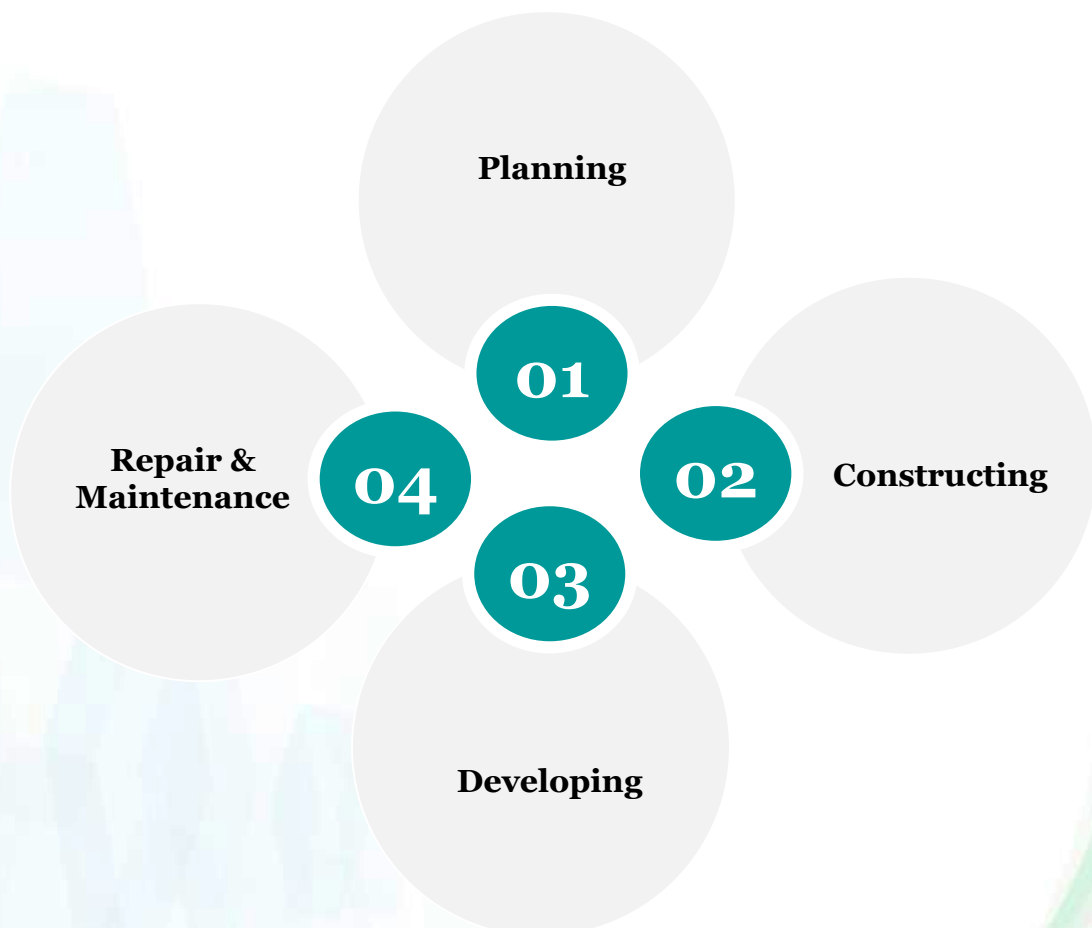
Rupaidiha Land Port under construction

9.1 Role of projects and development team

The Projects Department of the LPAI plays an important role in the development of its new land ports. Since LPAI's inception, the project department of LPAI have worked continuously to increase the LPAI's foot print all along the India's land border by planning & developing land port. In the first phase, LPAI planned to develop 9 land ports and all of them are operational and helping LPAI achieve its objectives.

In the second phase, LPAI has planned to develop 14 more land ports. These land ports will be developed under the aegis of its projects department. The Detailed project Report have been approved and construction has started at the land ports Rupaidiha, Dawki & Sabroom.

India's trade with its eastern neighbours especially Bangladesh have been increasing exponentially. The flow of commodities takes place through land borders and LPAI is the nodal agency for developing land ports to facilitate this trade at border entry & exit points. To capture this growing potential and to provide smooth operating facilities. LPAI planned to develop 6 land ports along the Bangladesh border and one land port along the Bhutan border. The detailed project report for the upcoming land ports have been approved and LPAI have started the process of land acquisition for these new upcoming land ports.



9.2 Summary of Land Port development works

List of land ports at Construction Stage

Sr.No	Land Port	Neighbouring Country
1	Rupaidiha	Indo - Nepal
2	Dawki	Indo - Bangladesh
3	Sabroom	Indo - Bangladesh
4	Kawrpuchhuah	Indo - Bangladesh

List of land ports at Land Acquisition Stage

Sr.No	Land Port	Neighbouring Country
1	Sonauli	Indo - Nepal
2	Bhithamore	Indo - Nepal
3	Banbasa	Indo - Nepal

List of land ports at Planning Stage

Sr.No	Land Port	Neighbouring Country
1	Jaigaon	Indo – Bhutan
2	Panitanki	Indo - Bangladesh
3	Ghojadanga	Indo - Bangladesh
4	Changrabandha	Indo - Bangladesh
5	Fulbari	Indo - Bangladesh
6	Hili	Indo - Bangladesh
7	Mahadipur	Indo - Bangladesh

9.2.1. Rupaidiha – Land Port



Rupaidiha land port is located in the Bahraich district of Uttar Pradesh. Once developed, it will be the first land port in the state of Uttar Pradesh along the international border between India and Nepal, located at a distance of about 185 kms from the capital city of Lucknow.

Post operationalization, this will be the third land port along the Indo-Nepal border and is expected to further boost bilateral trade between the two countries. Spread over a total area of 115 acres, land port Rupaidiha has a direct access with National Highway-28 C and Nepalgunj Road Railway station.

Table 15

Particulars	Description
Total Site Area	116.51 Acres
Development Area	56.81 Acres
Location (district, State)	Bahraich, Uttar Pradesh
Neighbouring Border	Indo - Nepal Border
Present road connectivity	NH 927
Approx. distance between Land Port & NH	1.7 Km
Physical Progress as on 31 st March 2022	65%

9.2.1. Rupaidiha – Land Port

Table 16 - Buildings

Sr.No	List of buildings	Area (in sqm)
1	Passenger Terminal Building	5,246
2	Cargo Terminal Building	1,853
3	Quarantine Building	1,853
4	Jawan Barrack	5,247
5	Barrack for officer	1,060
6	Barrack for Subordinate officer	864
7	Mahila Barrack	376
8	Toilet Block – 5 no./ Urinal block 2 no	679
9	Electric Substation & pump house	309+54
10	Gate Complex- 2 no	1030
11	Boundary wall (2.9095 length km)	-
12	Watch tower (4 No)	162.48
Total Area		18,742

Table 17- Other structures

Sr.No	List of buildings	Area (in sqm)
1	Inspection cum warehouse export	1009
2	Porter Area -2 (2 no)	1280
3	Fumigation Shed	184
Total Area		2,473

Table 18 -Traffic Forecasts

Vehicle	2017	2025	2035	2037
LCV	48,180	71,175	1,16,070	1,27,750
Multi Axle Vehicle	7,300	10,585	17,155	18,980
Tractor/Trailer	6,935	9,855	16,425	17,885

Daily goods traffic at ICP
Rupaidiha
(Import, Export &
Empty) Traffic

9.2.2. Dawki – Land Port



Dawki land port is located in the West Jantia Hills in the state of Meghalaya. Once developed, it will be the first land port in the state along the international border between India and Bangladesh, located at a distance of about 84 kms from the capital city of Shillong. Dawki is connected by an all-weather road to Shillong and will be at a vantage point for the tourists of Bangladesh who regularly come to India for visiting Shillong, popularly known as ‘The Scotland of the East’ and its neighbouring places of tourist interest. Spread over a total area of 23 acres, Dawki land port is very well connected with National Highway-206 and Asian Highway-I.



Warehouse



Structure of cargo building

Table 19

Particulars	Description
Total Site Area	23 Acres
Development Area	7420 sqm
Location (district, State)	West Janta Hills, Meghalaya
Neighbouring Border	Indo - Bangladesh
Present road connectivity	NH 206
Approx. distance between land port & NH	1.5 Kms
Physical progress as on 31 st March 2022	46%

9.2.2. Dawki – Land Port

Table 20 – RCC Buildings

Sr.No	List of buildings	Area (in sqm)
1	Entrance Gate-01	317
2	Entrance Gate-02	206
3	Boundary Wall	-
4	ESS & Pump house	290.53
5	Toilet Block	122.2
6	Toilet cum canteen	189
Total Area		1,124.73

Table 21 - Other structures

Sr.No	List of buildings	Area (in sqm)
1	Terminal building (ground floor & first floor)	4,626
2	Cargo building (ground floor & provision for future extension for 1 st floor)	1,237
3	Warehouse	956
4	Rummaging shed	-
Total Area		6,819
Total Area (A+B)		7,943.73



Watch tower



Electric Sub - station

9.2.3. Sabroom – Land Port



Sabroom land port is located in the South Tripura district of the state of Tripura along the international border between India and Bangladesh. The proposed land port is strategically located at the southern-most tip of Tripura State and has a vital role in linking India and Bangladesh, both through the road and railway link. Sabroom is directly connected to Chittagong port of Bangladesh through Maitree bridge on River Feni which is about 75 km from the proposed land port. On 9th March 2021, Hon'ble Prime Minister of India Shri. Narendra Modi laid the foundation stone of land port at Sabroom through video conferencing. The construction work has been started and foundation work of most of the structures have been completed.

On-going construction work at Sabroom



Cargo Building Grade slab



Fabrication Work



Boundary wall



Fire Station Building

9.2.3. Sabroom – Land Port

Table 22 - Buildings

Sr.No	List of buildings	Area (in sqm)
1	Passenger Terminal Building	5,355
2	Cargo Terminal Building	1,853
3	Jawan Barrack	3,141
4	Barrack For Officer	1,060
5	Barrack For Subordinate Officer	864
6	Mahila Barrack	376
7	Entrance gate	172.48
8	Toilet Block	122.2
9	Electric substation	237.45
10	Gate post– 2 no.	64
11	Watch Tower – 4 no.	140
Total Area		13,385.13

Table 23 - Other structures

Sr.No	List of buildings	Area (in sqm)
1	Warehouse	2,130.43
2	Inspection shed	640
3	Rummaging shed	132.6
4	Porter Area-2 (2 No.)	1,280
5	Pump house	54
6	Parking sheds	486
Total Area		4,723.03
Total Area (A+B)		18,108.16

Table 24 – Trade & Passenger estimated projections

Year	Export (INR Cr)	Import (INR Cr)	Vehicles	Passenger
1 st Year	10.00	80.00	3,000	30,000
2 nd Year	20.00	120.00	4,000	40,000
3 rd Year	40.00	180.00	6,000	60,000

Projections are based on the construction of Friendship bridge between India & Bangladesh.

9.2.4. Kawrpuichhuah – Land Port



Kawrpuichhuah land port is located in the Lunglei district of the state of Mizoram. Once developed, it will be the first land port in the state of Mizoram along the international border between India and Bangladesh. land port Kawrpuichhuah has the potential to become a major trade corridor between India & Bangladesh and other South Asian countries. Around 70 acres of land has been identified by LPAI and same has been communicated to the State Government of Mizoram.

In December 2020, the State Government of Mizoram transferred 21.4 acres of land to LPAI. The Architect Consultant for preparation of DER, and Master Planning of land port has already submitted the first concept plan for land port Kawrpuichhuah. Tender action has been initiated for pre-construction activities.

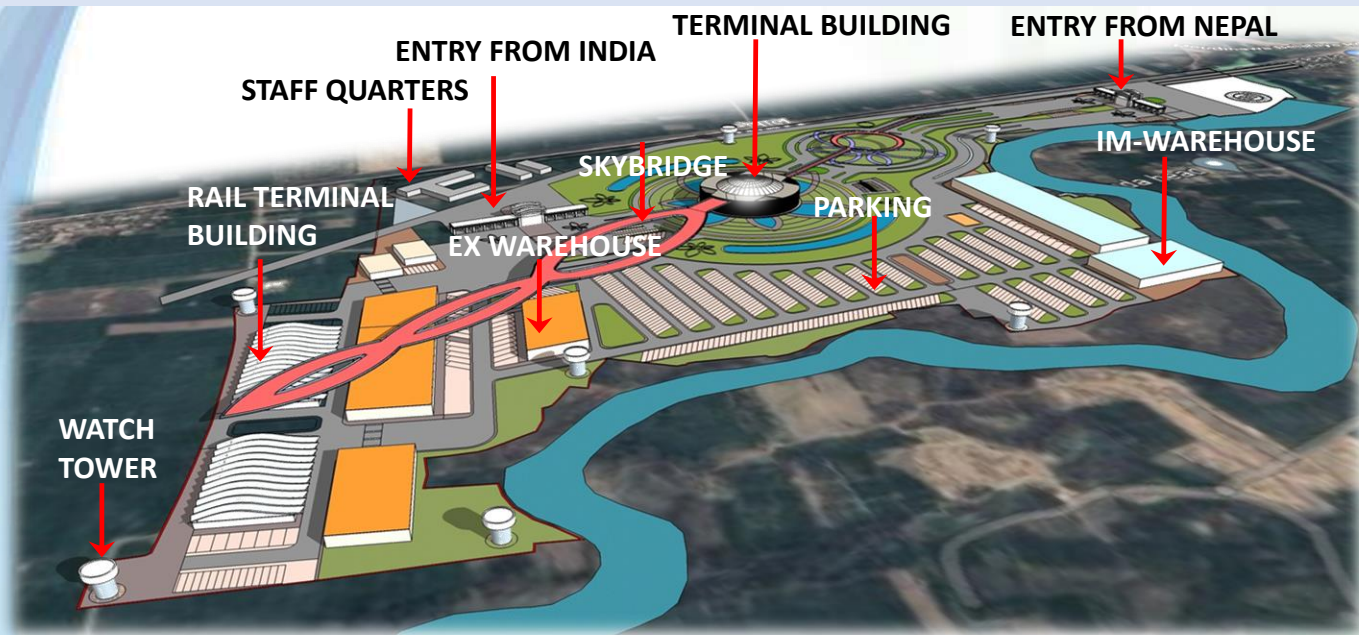
Table 25

Particulars	Description
Total Area Required	70 Acres
Total Available Land	21.5 Acres
Location (district, State)	Lunglei, Mizoram
Neighbouring Border	Indo - Bangladesh
Present road connectivity	NH 302
Approx. distance between land port & NH	Approx. 4 Kms

Table 26

Sr.No	List of buildings	Sr.No	List of buildings
1	Passenger Terminal Building	8	Quarantine & Inspection building
2	Cargo Building	9	Fire Station
3	Warehouse_2 Nos (Import-export)	10	Weighbridge Building
4	Workshop & Watch tower	11	Rummaging Shed
5	Staff Quarters	12	Inspection Building

9.2.5. Sunauli – Land Port



Sunauli land port is located in the Maharajganj district of Uttar Pradesh along the international border between India and Nepal. The location of land port Sunauli is extremely significant as it is an important exit point in the Buddhist circuit and is in close proximity to popular Buddhist tourist Centre such as Lumbini i.e. birthplace of Gautam Buddha in Nepal. The land port is spread over a total area of 115.5 acres. The Architectural & Design Consultant has been appointed for providing engineering services at the land port and the construction work is expected to commence once land acquisition is complete.

The land port was approved by CCS on 17th Dec 2018. The government of UP have accepted the proposal for transfer of land on 7th Jan 2020. The process of land acquisition has been initiated on 16th March 2022 and by far 26 hectare of land has been acquired out of the total 53 hectares. As per the data given on DGCIS portal almost INR 25,000 crore of trade took place through LCS Sunauli.

Table 27

Particulars	Description
Total Site Area	<i>*Land Acquisition under process</i>
Development Area	<i>*Land Acquisition under process</i>
Location (district, State)	Maharajganj, Uttar Pradesh
Neighbouring Border	Indo - Nepal
Present road connectivity	NH 29E
Approx. distance between land port & NH	Approx. 2.2 Kms

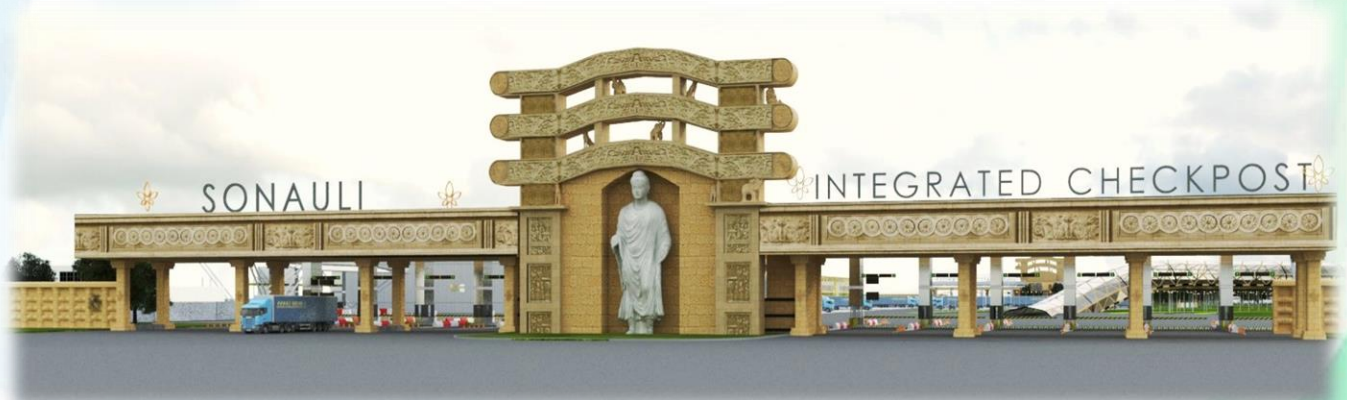
9.2.5. Sunauli – Land Port

Table 28 - Buildings

Sr.No	List of buildings	Sr.No	List of buildings
1	Passenger Terminal Building	12	Confiscatory Shed
2	Nepal side parking/Bus terminal	13	Rest house for drivers
3	Indian side parking/Bus terminal	14	Quarantine Block
4	Hotel	15	Isolation Block
5	Warehouse (Import)	16	Staff Quarters
6	Warehouse (Export)	17	Public Utility Building
7	Transshipment Area	18	Watch Tower
8	Fire station		
9	Quarantine Block		
10	Weighbridge		
11	Maintenance Shed		

Table 29- Other structures

Sr.No	List of buildings	Sr.No	List of buildings
1	Warehouse	8	Dispensary
2	Inspection shed/Custom	9	Flag
3	Truck Toll building	10	Sky Bridge
4	Truck Scanner	11	Central Garden
5	Passenger Toll building	12	Water body
6	Truck Parking	13	Helipad
7	Animal Shed	14	Petrol Bunk



9.2.6. Bhithamore – Land Port



Bhithamore land port is located in the Sitamarhi district of Bihar along the international border between India and Nepal. The proposed land port holds immense potential in terms of cross-border passenger movement due to two main reasons. First, it is in close proximity to the Buddhist Circuit Route. Second, the Sitamarhi-Bhithamore road connects Janakpur, which houses the 200-year-old Janki Temple and is considered as the birthplace of Goddess Sita. In terms of cross-border cargo movement as well, the location of the proposed land port holds immense potential as it is geographically well connected to Janakpur, which is the second largest province of Nepal.

The Detailed Project Report has been prepared and 26.42 acres of land has been identified for development of the land port. Land acquisition done by the State Government of Bihar is in advance stage. Tender action has been initiated for appointment of Architectural Consultant & Project Management Consultancy

Table 30

Particulars	Description
Total Site Area	26.42 Acres
Development Area	6.67 Acres
Location (district, State)	Sitamarhi, Bihar
Neighbouring Border	Indo - Nepal
Present road connectivity	NH-104
Approx. distance between land port & NH	Land port will be constructed along the NH

9.2.7. Banbasa – Land Port



Banbasa land port is located on the India-Nepal border and is connected to Mahendranagar, Sudurpashchim Pradesh (Far-Western Province) / Province No. 7 in Nepal. The land port is located in the Champawat District in Uttarakhand, near to the zero line, and is pre-dominantly used by the international travellers for entering into Nepal. LPAI has prepared Detailed Project Report and identified 84 acres of land for development of land port Banbasa. The site location of land port Banbasa has been selected keeping in mind the proximity to Asian Highway 2. On the other side, the Government of Nepal has also selected mirror image location for development of land-port. The process for land acquisition has been initiated by LPAI.

Table 31 – EXIM of Commodities

SN	Items of Export	SN	Items of Import
1	Fresh Fruits	1	Handicrafts
2	Green vegetables	2	Essential Oils
3	Stationary	3	Nepali Jari-boti
4	Machine & Machinery parts	4	Soapstone powder
5	Hardware goods		
6	E-rickshaw		

Table 32 - Connectivity

SN	Connectivity	Description
1	Highway	NH- 09
2	Airport	Pantnagar Airport
3	Rail	Banbasa Rly Station

Table 33- Estimated daily goods traffic at Banbasa land port

Cargo Vehicle	2025	2030	2035	2040
Export Traffic	16	23	31	39
Import Traffic	1	2	3	3
Transshipment	46	76	84	92
Total	63	101	118	134

9.2.8. Jaigaon – Land Port



Jaigaon land port is located in the Alipurduar district of West Bengal. Once developed, it will be the first land port along the international border between India and Bhutan. The nearest railway station is Hasimara Railway Station which is 17.9 kms away from the land port location. The nearest airport to Jaigaon is the Cooch Behar airport located at a distance of 72 Kms.

The LPAI has prepared the Detailed Project Report and has identified 122 acres of land for development of the land port. The State Government of West Bengal has been requested for initiating the process of land acquisition. A joint team of LPAI & RITES visited the site on 13th Dec 2021. At present two different sites have been proposed. Site -1 is adjoining the zero line of Indo – Bhutan border at Bangey Bazar- Paskha. The total proposed area of site is 24 acres. Site-2 is about 5 km from site 1, the total proposed area is of 30 acres.

Table 34– EXIM of Commodities

SN	Items of Export	SN	Items of Import
1	Heavy Machinery	1	Ferro Silico
2	Project Machinery	2	Calcium Carbide
3	Medical equipment's	3	M.S Ingot
4	Sponge Iron	4	TMT bars
5	Cement	5	Marble & Copper
6	Motor Vehicles		

Table 35- Connectivity

SN	Connectivity	Description
1	Highway	AH-48
2	Airport	Cooch Behar
3	Rail	Hasimara Rly Station

Table 36 - Estimated Cargo growth rate for freight movement

Year	Import	Export	Transshipment Cargo Bhutan Import	Export
Up to 2023	4%	10%	5%	15%
2024-2028	4%	7%	4%	10%
2029-2033	4%	5%	3%	5%

9.2.9. Panitanki – Land Port



Land Ports Panitanki is located in the Darjeeling district of West Bengal along the international border between India and Nepal. Panitanki is also an important port for facilitating transit of Bhutanese merchandise trade with third countries. Panitanki land port lies in close proximity of NH-327 and is well connected with Asian Highway (AH)-2. In terms of rail connectivity, it is located 4 kms from Batasi Railway Station. There is also a proposed Trans-Asian Railway connectivity at Panitanki. The LPAI has prepared Detailed Project Report and has identified 38.80 acres of land for development of the land port.

Table 37 – EXIM of Commodities

SN	Items of Export	SN	Items of Import
1	Coal	1	Tea
2	Petroleum products	2	Ginger
3	Raw jute	3	Noodles
4	Cycle & cycle	4	Plywood
5	Cement	5	Synthetic Yarn
6	Clinker/slag		

Table 38 - Connectivity

SN	Connectivity	Description
1	Highway	NH-327
2	Airport	Bagdogra
3	Rail	Batasi Railway Station

Table 39 - Estimated growth rate for freight movement

Year	Import	Export	Transshipment Cargo Bangladesh	
			Import	Export
2020-23	4%	4%	4%	11%
2024-28	4%	4%	4%	9%
2029-33	4%	4%	4%	7%
2034-40	4%	4%	2%	5%

*As per DPR the growth rate is assumed to be 4% as the present CAGR is found to be so.

9.2.10. Ghojadanga – Land Port



Land Port Ghojadanga is located in the North 24 Paraganas district of West Bengal along the international border between India and Bangladesh. Among the land ports located in West Bengal, Ghojadanga is one of the most active and important ports for trading with Bangladesh. Joint team of LPAI & RITES visited the site on 11th Dec 2020 to collect traffic & stakeholder data. LPAI team visited the site in December 2021 again to discuss about the proposed site with the officials of the Government of West Bengal. The LPAI has prepared the Detailed Project Report and has identified 87.5 acres of land for development of the land port. The present identified land port site is located at mouza Panitore, Nakuadaha, near to the existing LCS at zero line.

Table 40 – EXIM of Commodities

SN	Items of Export	S N	Items of Import
1	Cotton	1	Jute bags
2	Vegetable (Onion, tomato)	2	Cloth Scrap
3	Garlic	3	Broom sticks
4	Spices, Pepper		
5	Fruits (grapes, Apples)		
6	Dates		

Table 41- Connectivity

SN	Connectivity	Description
1	Waterway	NW-97 (3 Kms)
2	Highway	NH-2 (20 Km)
3	Airport	Kolkata
4	Rail	Basirhat Railway Station

Table 42- Estimated growth rate for freight & passenger movement

Year	Export (of stones)	Export (Other goods)	Import	Passenger
2020-2027	5%	5%	5%	4%
2028-2028	5%	5%	5%	2%
2030-2040	-	5%	5%	2%

9.2.11. Fulbari – Land Port



Land Port Fulbari is located in the Jalpaiguri district of West Bengal along the international border between India and Bangladesh. Fulbari is also an import port for facilitating transit of Bhutanese merchandise trade with third countries. Fulbari is located near National Highway (NH)-27 which is 1.8 kms away. Fulbari is connected to Nepal through land port Panitanki via Asian Highway 2. The LPAI has prepared the Detailed Project Report and has identified 55.2 acres of land for development of land port. The site visit was undertaken by the joint team of LPAI & RITES in December 2021. The State Government of West Bengal has been requested for initiating the process of Land Acquisition.

Table 43 – EXIM of Commodities

SN	Items of Export	SN	Items of Import
1	Stone builder	1	Bricks
2	Machineries	2	Cotton waste
3	Non-basmati	3	Float gas
4	Rice, wheat	4	Furniture
5	Maize	5	Batteries
6	Fruits	6	Beverages

Table 44 - Connectivity

SN	Connectivity	Description
1	Highway	NH-27/ AH-2
2	Airport	Bagdogra Airport
3	Rail	Jalpaiguri Rly Station

Table 45- Estimated growth rate for freight & passenger movement

Year	Trans-shipment Cargo			Import (India)	Export (India)	Passenger
	Bangladesh to Nepal	Nepal to Bangladesh	Bhutan to Bangladesh			
Up to 2023	11%	4%	7%	7%	7%	4%
2024-2028	9%	4%	5%	5%	5%	4%
2029-2033	7%	4%	3%	3%	3%	3%

9.2.12. Hili – Land Port



Land port Hili is located in the Dakshin Dinajpur district of West Bengal along the international border between India and Bangladesh. Hili still enjoys the position of an important wholesale market for agricultural produce of Bangladesh. There is no trading market/ mandi at Hili on Indian side. The traders in Bangladesh import food grains from India through this LCS and distribute the same in the consumption areas. Hence there is a huge potential for land port to route and facilitate this trade through it's own facility. The LPAI has prepared the Detailed Project Report and has identified 80 acres of land for development of the land port. A joint team of LPAI & RITES visited site on 7th December 2021.

Table 46 – EXIM of Commodities

SN	Items of Export	SN	Items of Import
1	Onion	1	P.Cerates
2	Wheat	2	S.C Molasses
3	M.O Cake	3	Non-edible Sugarcane molasses
4	N.B Rice		
5	Maize		

Table 47 - Connectivity

SN	Connectivity	Description
1	Highway	NH- 512
2	Airport	Bagdogra (252 Km)
3	Rail	Balurghat Rly Station

Table 48- Estimated Cargo growth rate for freight & passenger movement

Year	Import	Export (Stone)	Export (Others)	Passenger (incoming & Outgoing)
Up to 2025	3%	5%	5%	3.6%
2026-2030	3%	5%	5%	3.6%
2031-2035	3%	-	5%	3.6%

9.2.13. Mahadipur – Land Port



Land port Mahadipur is located in the Malda district of West Bengal along the international border between India and Bangladesh. It is among the most important land ports of West Bengal in terms of volume of trade. Mahadipur is an important border checkpoint as it is gateway of North Bengal on the Malda-Rajshahi Bangladesh route. Rajshahi nicknamed as Silk \City or City of Education, is a major urban, commercial and educational centre of Bangladesh. Land Port Mahadipur is situated on the Gour Road that connects to National Highway (NH)-12, which is approx.13 kms from the Land Port. The status as of September 2021 is that LPAI has prepared the Detailed Project Report and has identified 80 acres of land for development of the land port. Site visit was undertaken by the joint team of LPAI and RITES in December 2021.

Table 49 – EXIM of Commodities

SN	Items of Export	SN	Items of Import
1	Soyabean Extraction	1	Crude rice bran
2	Rapeseed extraction	2	Plastic cerates
3	Fruits & vegetables	3	Jute yarn
4	Stone chips	4	Jute bags
5	Maize & spices		
6	Dry fly ash		

Table 50 - Connectivity

SN	Connectivity	Description
1	Highway	NH- 12
2	Airport	Malda (23 km)
3	Rail	Gour Malda Rly Station

Table 51- Estimated Cargo growth rate for freight & passenger movement

Year	Export		Import	Passenger
	Stone	Others		
2020-2029	3%	3%	2%	2%
2030-2040	-	3%	2%	2%

9.2.14. Changrabandha – Land Port



Land port Changrabandha is located in the Cooch Behar district of West Bengal along the international border between India and Bangladesh. Changrabandha is also an important port for facilitating transit of Bhutanese merchandise trade with third countries. Land port Changrabandha is well connected by National Highway (NH)-16 and National Highway (NH)- 12A. The Nearest railway station is Changrabandha Railway Station at a distance of 0.5 kms. The LPAI has prepared the Detailed Project Report and has identified 87.5 acres of land for development of the land port. The State Government of West Bengal has been requested for initiating the process of Land Acquisition.

Table 52 – EXIM of Commodities

SN	Items of Export	SN	Items of Import
1	Stone boulder	1	Cotton Waste
2	Coal & c/ply	2	Bricks
3	Jute seeds	3	Net Fabrics
4	Wheat & tobacco steam	4	Food Products
5	Plywood veneer	5	Melamine
6	Resin	6	Plastic furniture

Table 53 - Connectivity

SN	Connectivity	Description
1	Highway	NH- 12A
2	Airport	Cooch Behar
3	Rail	Changrabandha Rly Station

Table 54- Estimated Cargo & Passenger growth rate

Year	Import	India		Bhutan		Passenger (Both sides)
		Export (Stone)	Export (Others)	Import	Export	
Up to 2025	5%	5%	5%	1%	9%	5.3%
2026-2030	5%	5%	5%	1%	9%	5.3%
2031-2034	2%	-	2%	1%	-	5.3%

10. Glimpse of technical sessions and award ceremony



11. LPAI Family



Azadi Ka Amrit Mahotsav At Our Land Ports



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