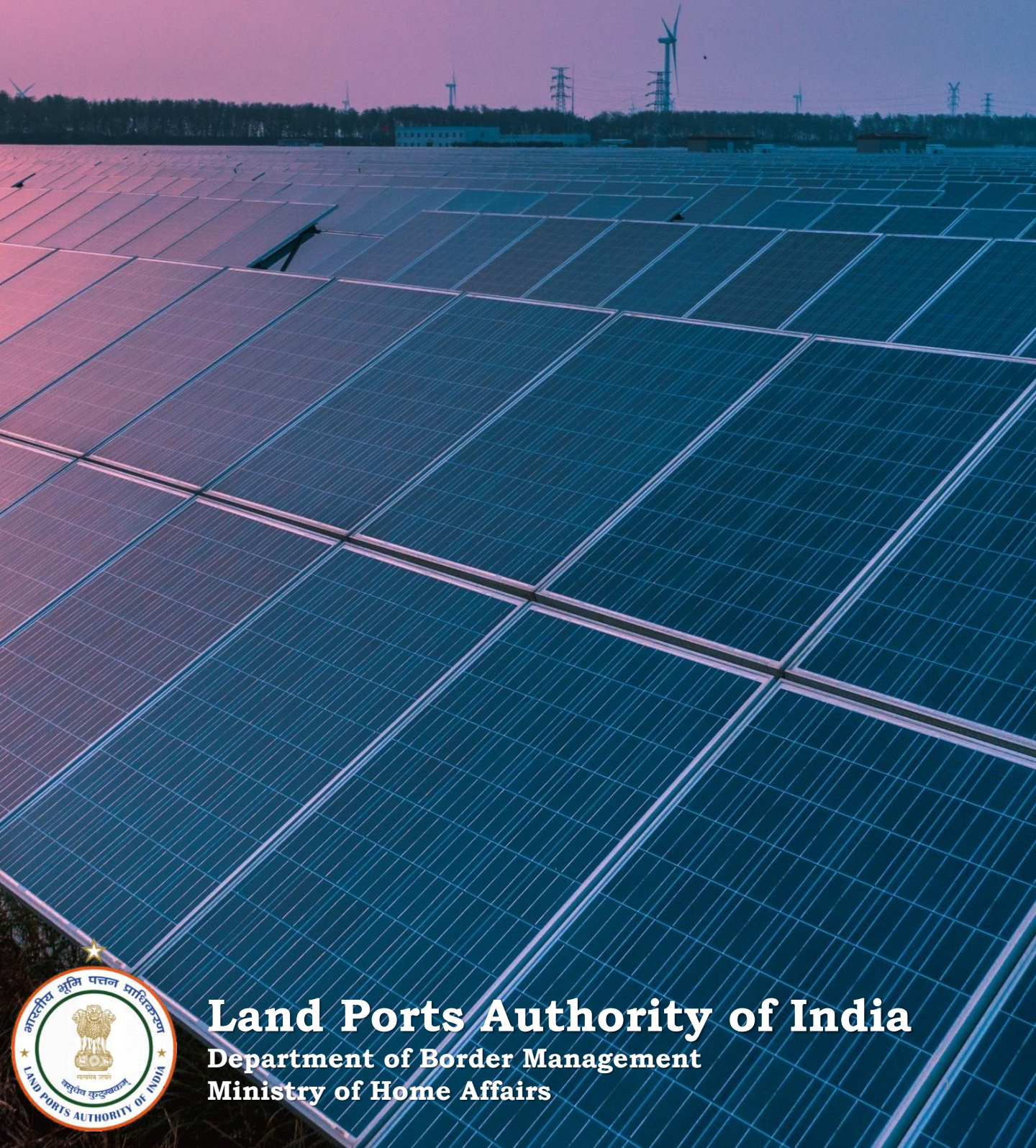


# Land Ports: Gateway to India

4<sup>th</sup> Edition : Financial Year 2022-23



**Land Ports Authority of India**

**Department of Border Management**

**Ministry of Home Affairs**

Aerial view of Rupaidiha land port





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## A. Message from the Chairperson



**Shri. Aditya Mishra**  
**Chairperson**

As we move ahead into another promising chapter for LPAI, I want to take a moment to reflect on the journey that has brought us here and express my sincere gratitude for the unwavering support from our stakeholder.

I am delighted to inform that we have made significant progress on our land port development initiatives in the past year. We are completing the sanctioned projects at a fast pace and have moved ahead on next phase of land port development with feasibility studies of 25 land customs station for conversion to full fledged land ports.

This year we celebrated LPAI's 11<sup>th</sup> Foundation Day at our newly constructed Dawki land port. In FY 2023-24, we plan to inaugurate the largest Passenger land port terminal in South Asia at Petrapole and open an important connection for North-East India through Sabroom Land Port.

To enhance the capacity and efficiency of our employees, various training and development programmes have been organized. We are also taking proactive steps to involve local youth, including female participation in development and operations of our land ports. We are working to operationalise the Land Port Management System which will digitise all the processes and improve the efficiency of port operations.

As we embark on new projects and initiatives, let us keep our eyes fixed on the shared purpose that binds us together.

## B1. Message from Member (P&D)



**Shri. Sanjeev Gupta**  
**Member (Planning & Development)**

As we celebrate our 11<sup>th</sup> year in operation, I am proud of the incredible progress and achievements, we have made together. Over the past decade, we have navigated through numerous challenges and breakthroughs, each of which has shaped us into a stronger and more resilient organization. Our unwavering focus on innovation and development of state of art facility has been the driving force behind our strides, and it will continue to be the cornerstone of our future endeavours.

In FY 2023-24, We shall be commissioning three land ports at Dawki, Rupaidiha and Sabroom. In addition PTB at Petrapole shall also be operationalized and development of works of Sonauli land port would be put in motion. Further, we have ten sanctioned land ports which are in various approval phases that would be taken up for development on receipt of all statutory clearances from respective departments.

Also, we are in process of preparation of detailed project reports of 25 land customs station. These land customs station were identified in phase A out of 66 LCS in our detailed report for augmentation and upgradation of LCS as land ports for ensuring seamless movement of passenger and trade across land border.

As we celebrate, let us not forget the opportunities that lie ahead. The ever-evolving landscape of trade and passenger movement not only presents us with new challenges, but also brings forth boundless potential for growth and advancement. Embracing change and being adaptable to the need of trade and passenger movement will be crucial to seize these new opportunities to make land ports as preferred mode for movement across borders with our neighbours.

## B2. Message from Member (Finance)



**Smt. Rekha Raikar**  
**Member (Finance)**

The first twelve years of growth for any organization is a process of learning and growth. It gives me immense pleasure and pride when I look back at the (TAPA – Period of 12 years in Sanskrit) from 2012 to 2023.

I would like to extend my gratitude to all the stakeholders MEA, CBE & C, Bureau of Immigration, Ministry of Commerce, Ministry of Railways, MoHFW, BGF, FSSAI, PAQD and the State Governments of West Bengal, Assam, Tripura, Meghalaya, Mizoram, Manipur, Nagaland and officers and staffs, FIEO, Association of Traders, who have helped the seedling of LPAI to grow and enrich and turns into a robust & progressive organization by their hardwork, passion, dedication and innovative spirit.

Over the past decade there is a steady growth in the number of land ports along with trade and passenger through each land port. The mandate of LPAI include acquisition of land construction of land ports and operationalization of land ports 24X7. Thus, playing a very crucial role in international trade and passenger movement across the land borders. Post COVID pandemic, LPAI has shown steadfast growth and improved the efficiency by ensuring 24X7 services at the land ports. This success is attributed to LPAI's unwavering commitment to technology in bolstering trade and provide ease of doing business to our stakeholders by walking hand-in-hand during these tough times.

As LPAI enters its 12<sup>th</sup> year of operations our commitment to excellence, coordination, collaboration and hardwork will ensure that the mission and vision of the organization is realized fully. The dedication and cooperation in improving efficiency and providing user-friendly service along with maintaining transparency and upholding the spirit of 'Panchsutras' directed by Honourable Home Minister. During the last Foundation Day address for LPAI to guide LPAI in the Amrit Kaal period upto 2047.

The focus of the organization will be on diversifying our services and provide 'excellent experience' to the users, inline with Airport and Sea Port. And to build world class land ports to enhance the business and revenue, so that it can become autonomous in the real sense. Further, we look forward to leverage technology in every aspect possible to enhance the experience to users and stakeholders.

## B3. Message from Secretary, LPAI



**Shri. Vivek Verma**  
**Secretary, LPAI**

It fills my heart with immense pride to address you all through our biannual magazine. The LPAI's success is a reflection of the collaborative spirit that resides within each and every one of us. Together, we have ensured efficient and unhindered operations of nine land ports. This will undoubtedly leave a lasting impact on the many, who are users of land ports & its facilities for cross border trade and travel.

The operations and administrative team has worked tirelessly to ensure the smooth functioning and development of our land ports. From coordinating events that brought us closer to our stakeholders, to managing our limited resources efficiently, we have remained steadfast in our commitment to excellence. We believe that an organization's strength lies not only in its vision but also in its ability to execute plans effectively. This is where our team has played a pivotal role. Their dedication to streamlining processes, maintaining transparency, and upholding integrity has been paramount in sustaining our vision.

As we move forward, let us continue to uphold the values that have defined us. And continuously strive to overcome obstacles.

I extend my good wishes to each member of the organization, our people, and every stakeholder who has contributed to our cause. This unwavering support fuels our determination to create a brighter and more inclusive future for all.

# C. Milestones 2022-23



First glimpse of the newly constructed Dawki land port



11<sup>th</sup> raising day of LPAI is celebrated at newly constructed Dawki land port.



Our upcoming land port in Sabroom, which links India and Bangladesh.



Rupaidiha land port's construction nearing completion.



Petrapole land port, sets a record by facilitating 10,575 passengers on 18 March'23.



Retail shop opened at Agartala land port on 16 March'23 for convenience of passengers.



Petrapole land port has facilitated transit export trade form Dhaka to New Delhi .



LPAI won the Tech Gov Award at Umagine Chennai on 23<sup>rd</sup> Mar'23.



# D. Revisiting 2022-23



Chairman, LPAI Shri Aditya Mishra and Shri Alamger Chairman BLPA during ACCESS MPA event in Singapore.



Hon. MP Araria Shri. Pradeep Singh, paid a visit to ICP Jogbani.



Indian World Foundation, led by Sh Tirlochan Singh, visited DBN land port.



Secretary Shri Vivek Verma giving prizes to winners of Sport event organized at LPAI HQ.



Member (F), Mrs. Rekha Raikar held meeting with various stakeholders at DBN land port.



Hon'ble Minister of State, Shri Nityanand Rai, visited Moreh land port.



H.E. Pranay Verma, High Commissioner of India to Bangladesh, visited Petrapole land port.



Smt. Rashmi Shukla, IPS, DG, SSB, along with other high-level officials visited Raxaul land port.

# E. LPAI's Journey Over the Years



The Land Ports Authority of India (LPAI) is formed under the Land Ports Authority of India Act, 2010 and the provisions outlined in this Act were enacted and became effective from 1 March 2012. The Section 11 of the LPAI Act grants LPAI (“Authority”) to undertake the development, sanitization and administration of facilities for the movement of passengers and goods across international border at specified locations along India's border. Through this provision, LPAI is empowered to ensure the smooth functioning and management of these designated points of entry.

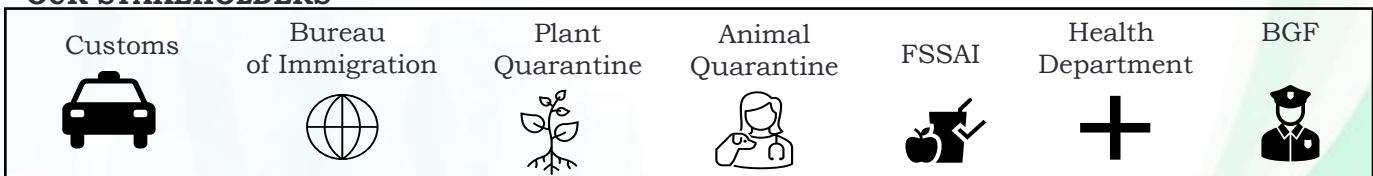
LPAI strives to ensure the provision of secure, reliable, and well-organized facilities for the transportation of cargo and passengers at its land ports also referred as ICP (integrated check post) alternatively.

Further, neither passengers nor traders are required to pay any entry fee at land ports. The land ports consolidate various essential services such as Customs and Immigration, offering a comprehensive range of amenities including parking, warehousing, banking facilities.

The services that are meant for facilitating of trade, are made available at land port. These services are availed by traders as per the tariff published on LPAI’s website and reviewed by LPAI periodically.

The space within the land ports facility is also available on lease for service providers, who contribute towards facilitation and convenience of passenger and trade.

## OUR STAKEHOLDERS

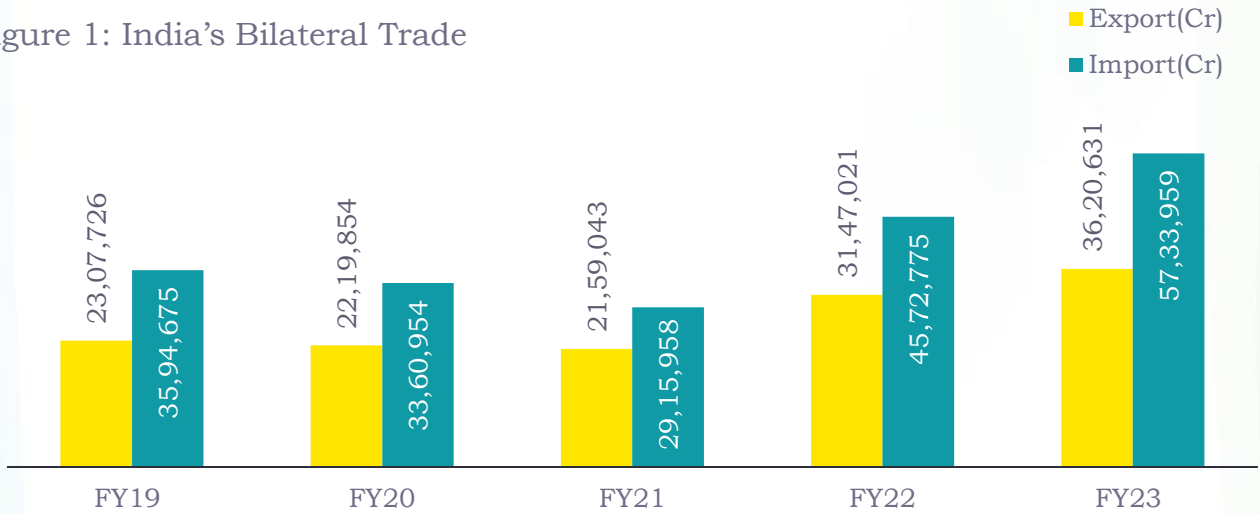


## F. India's Bilateral Trade



India's trade has exhibited positive signs in FY22 and FY23. The decline in trade in FY20 and FY21 was a result of the pandemic-related lockdowns and travel restrictions that affected the global trade flow. India's bilateral trade in FY22 increased by more than 50% over the previous year, which is a sign of post-pandemic recovery. During FY 23 there was 21% growth recorded over previous year. However, India's import has grown more in comparison to the export, resulting in an increased trade deficit.

Figure 1: India's Bilateral Trade



India's bilateral trade involves more than 190 commodities and approximately 237 countries. Top five principle commodities imported during FY 23 were: petroleum, coal, petroleum products, gold, pearls, and other precious stones.

Whereas the top exported principle commodities were: petroleum products, precious & semi-precious stones, drug formulations/biologicals, iron & steel, and other precious metals.

During FY 23 the top five import partners were: China, UAE, USA, Russia, and Saudi Arabia. Whereas, the top five export destinations were: USA, UAE, Netherlands, China, and Singapore.

Figure 2 (a): Top 5 commodities exported (INR Cr)

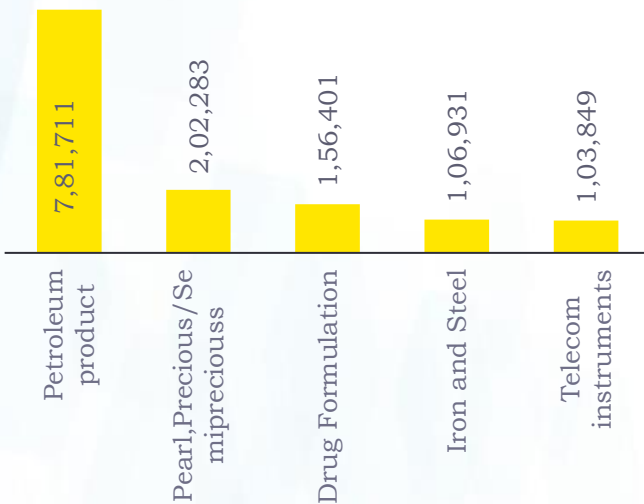
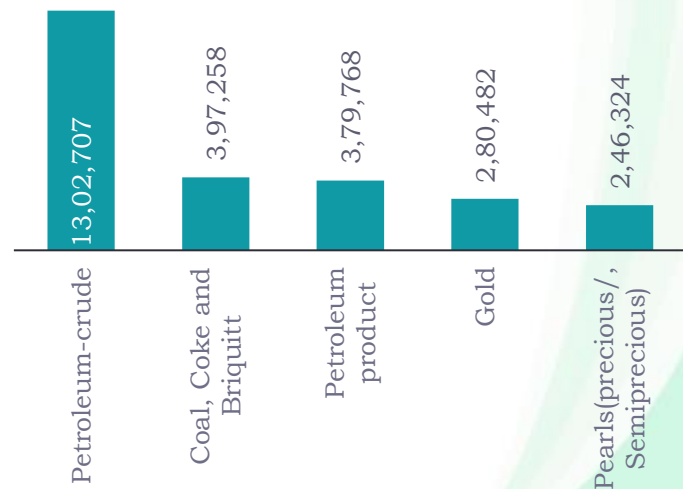


Figure 2 (b): Top 5 commodities imported (INR Cr)



# G. Trade with Our Neighbours

India shares a 15,106 Km land border with seven neighbouring countries, namely Afghanistan, Bangladesh, Bhutan, China, Nepal, Myanmar, and Pakistan. This border intersects several traditional and new routes, which have been established to connect people and facilitate trade between the regions. Thus, land ports hold national importance and play a crucial role in fostering connectivity and trade.

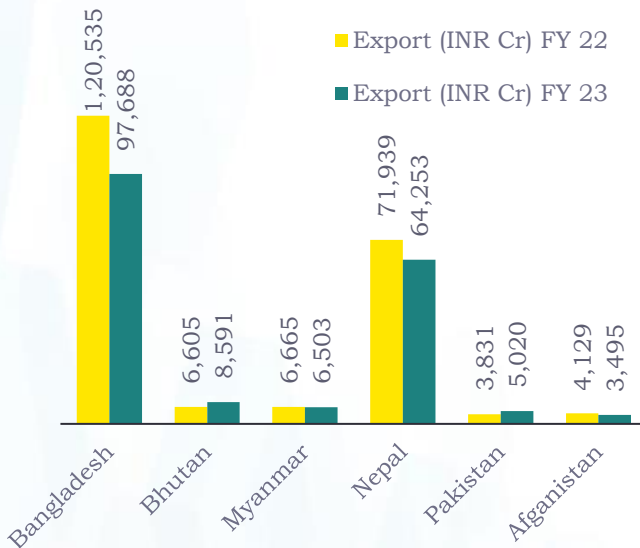
The following table provides a comprehensive overview of India's trade with the six countries with which it shares land border: Bangladesh, Bhutan, Afghanistan Myanmar, Nepal, and Pakistan. These countries account for 2.4% of India's total trade.

**Table 1: Trade value YoY with BBAMNP Countries**

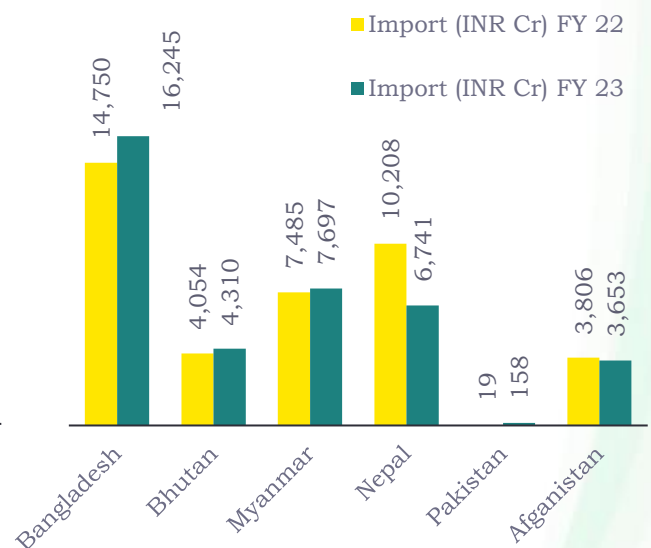
	Export (Cr)	Import(Cr)	Total(Cr)	% of Overall India's trade	Change YOY
FY19	1,51,163	23,716	1,74,879	2.96%	
FY20	1,33,838	24,665	1,58,503	2.84%	-9%
FY21	1,41,422	23,930	1,65,352	3.26%	4%
FY22	2,13,704	40,322	2,54,026	3.29%	54%
FY23	1,85,549	38,803	2,24,352	2.40%	-12%

There has been a 54% increase in trade with these countries in FY 22 compared to previous year. However, in FY 23, a decline of approximately 12% is observed compared to FY 22, due to decrease in trade with Bangladesh and Nepal. The graphs below illustrate a YoY comparison of trade with neighbours.

**Figure 3: YoY Export (INR Cr)**



**Figure 4 :YoY Import (INR Cr)**



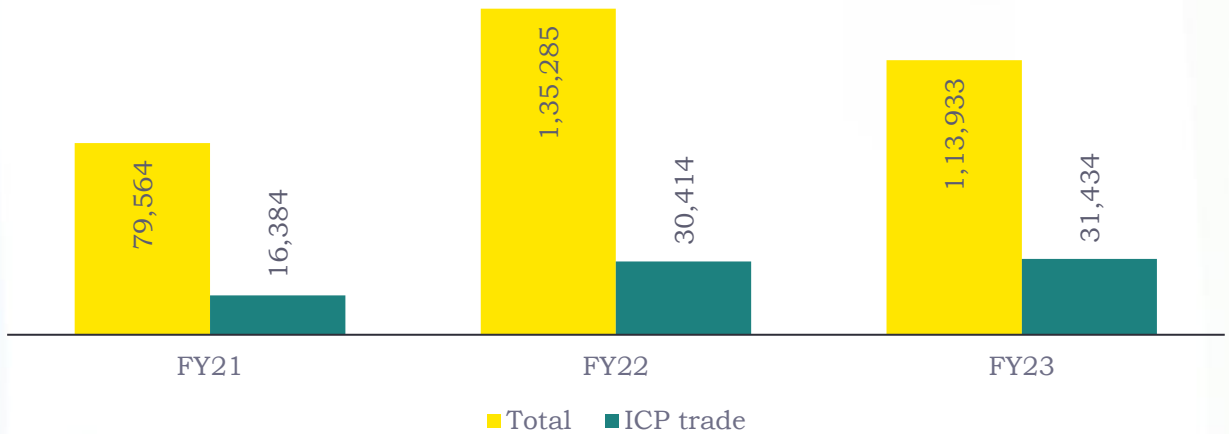


# H. Bilateral Trade with Bangladesh

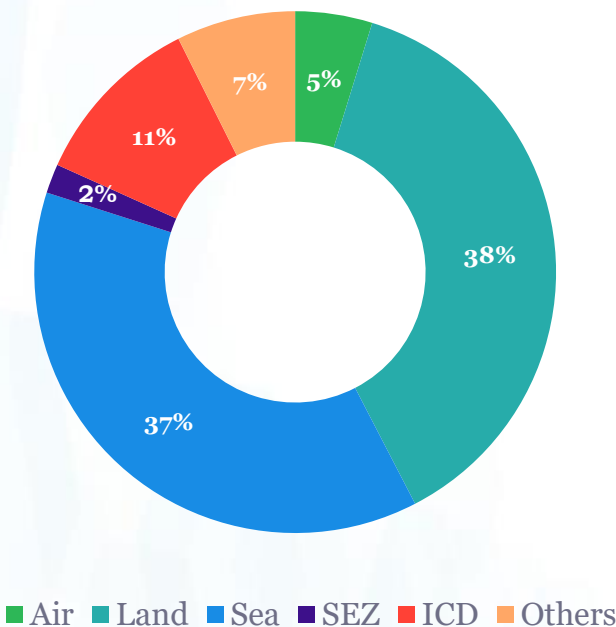
Bangladesh is among the top ten export destinations for Indian products. Indo-Bangladesh trade has been exhibiting a positive trend year-over-year. Nearly 90% of bilateral trade comprises exports to Bangladesh, while imports from Bangladesh make up almost 10% of Indo-Bangla trade.

Bilateral trade between the two countries increased by 70% in FY 22 compared to the previous year. However, there is a decline of approximately 16% in trade in FY 23 when compared to the previous year. In FY 23 trade realized between India and Bangladesh is approximately INR 1.14 Lakh Cr.

**Figure 5: Indo-Bangladesh bilateral trade Vs trade via land ports (Values are in INR Cr)**



**Figure 6: Indo-Bangladesh Trade Mode -Wise**



The Land Ports Authority of India (LPAI) has four operational land ports on the Indo-Bangladesh border, namely Agartala, Petrapole, Srimantapur, and Sutarkandi. In May'23, the newly constructed land port at Dawki will also be operational. Off all these ports, Petrapole handles approximately 96% of bilateral trade via land ports.

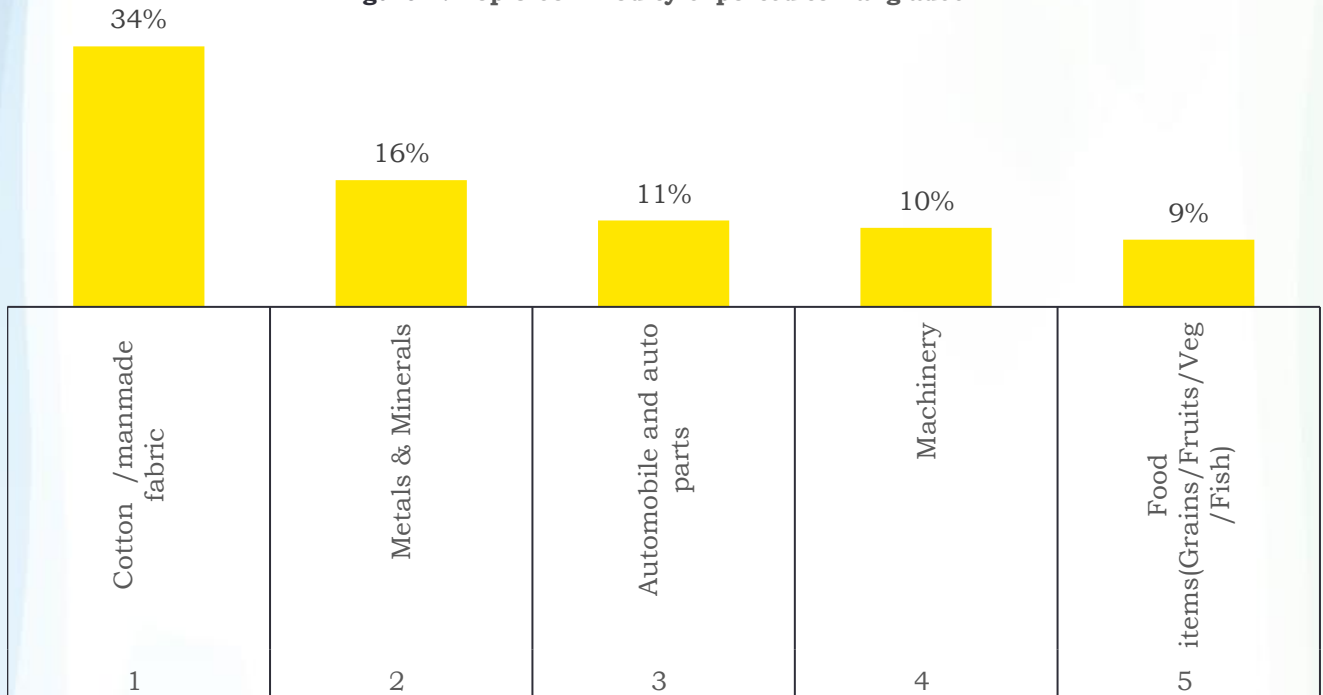
Among various modes available modes of transport for bilateral trade between India-Bangladesh, 38% of trade (by value) takes place via land routes, closely followed by sea with 37%. Other key mode of trade is Inland Container Depots (ICD) with 11%

## H. Bilateral Trade with Bangladesh



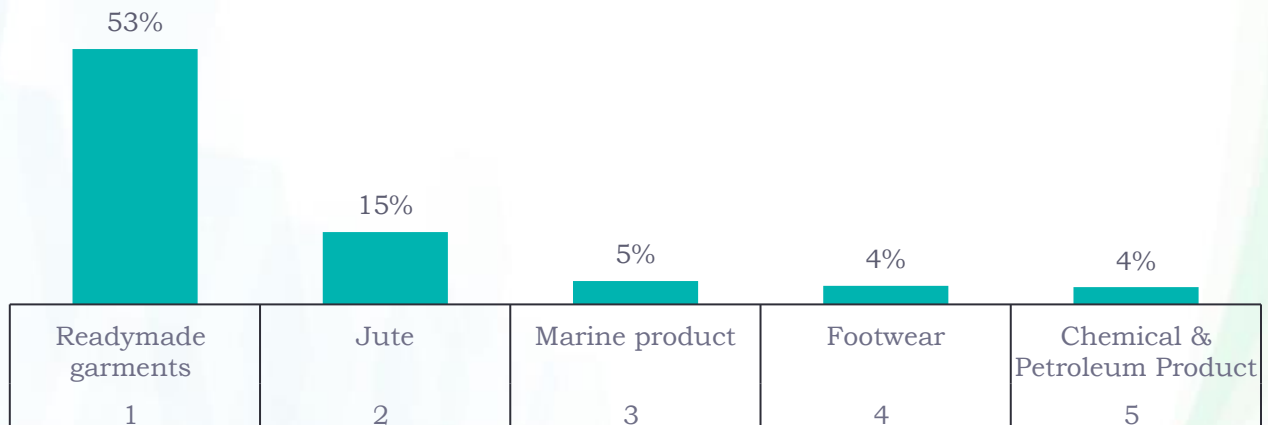
Total export to Bangladesh via land ports during FY 23 was approximately INR 22,753 Cr which is 72% of all Indo-Bangla trade via land ports. 'Cotton Yarn & Fabrics' is the most exported commodity from India to Bangladesh with approximately 34% share of export via land ports. Followed by 'Metals & Minerals' in second position. The following chart illustrates top 5 commodities exported to Bangladesh from India

**Figure 7: Top 5 commodity exported to Bangladesh**



Total import from Bangladesh to India during FY 23 was approximately INR 8,681 Cr. The top imported commodity from Bangladesh is 'Ready-made Garments'. This is followed by 'Jute' (15%) and 'Marine Products' (5%). The subsequent chart shows top-5 commodities imported from Bangladesh.

**Figure 8: Top 5 commodities imported from Bangladesh**



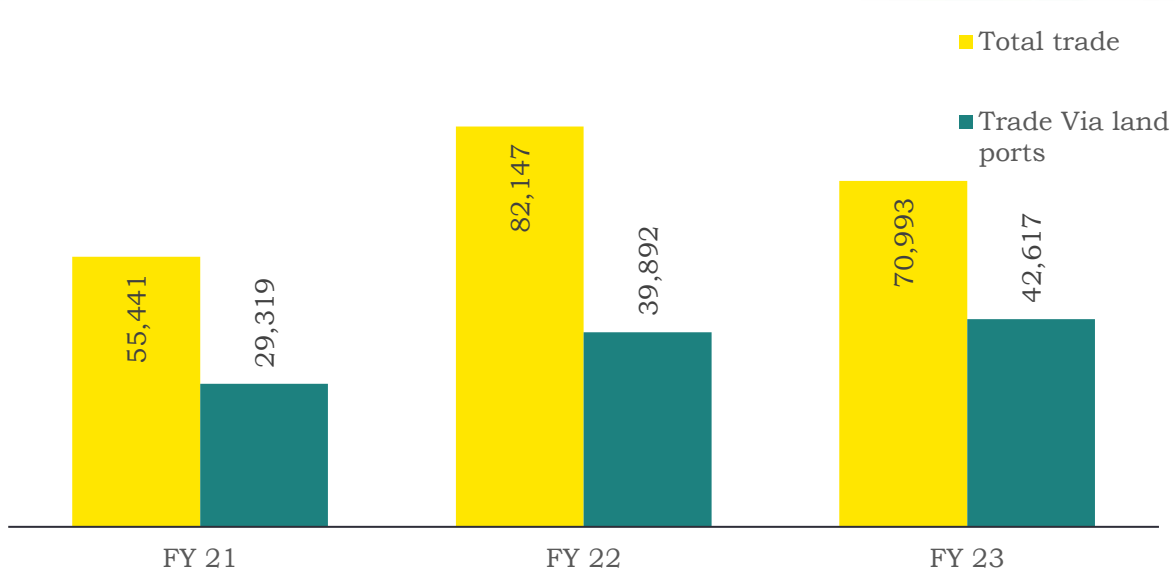


# I. Bilateral Trade with Nepal

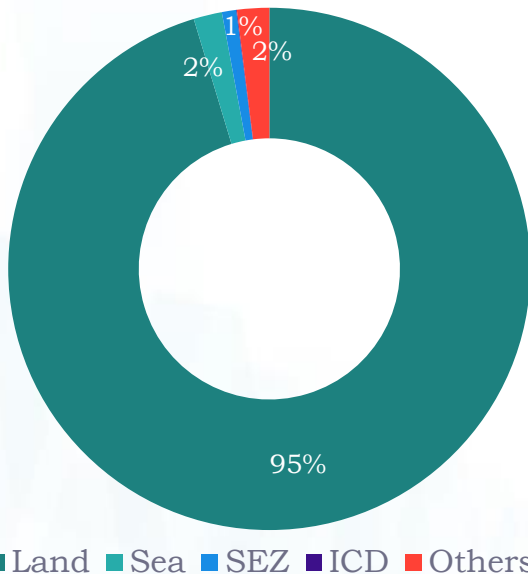
India is Nepal’s largest trading partner and provides Nepal transit facilities through its territory to access sea ports for trading with the rest of the world. Both India and Nepal have been exploring ways to deepen economic integration through infrastructure development, joint ventures, and investment collaborations.

The chart below illustrates comparative year on year India-Nepal trade via land ports.

**Figure 9: Indo-Nepal trade vs trade via land ports (under LPAI)**  
(Values are in INR Cr)



**Figure 10: Indo-Nepal trade mode wise %**



The Land Ports Authority of India (LPAI) has two operational land ports on the India-Nepal border: Raxaul and Joghani. Further by May, Rupaidiha land ports will also be operationalized.

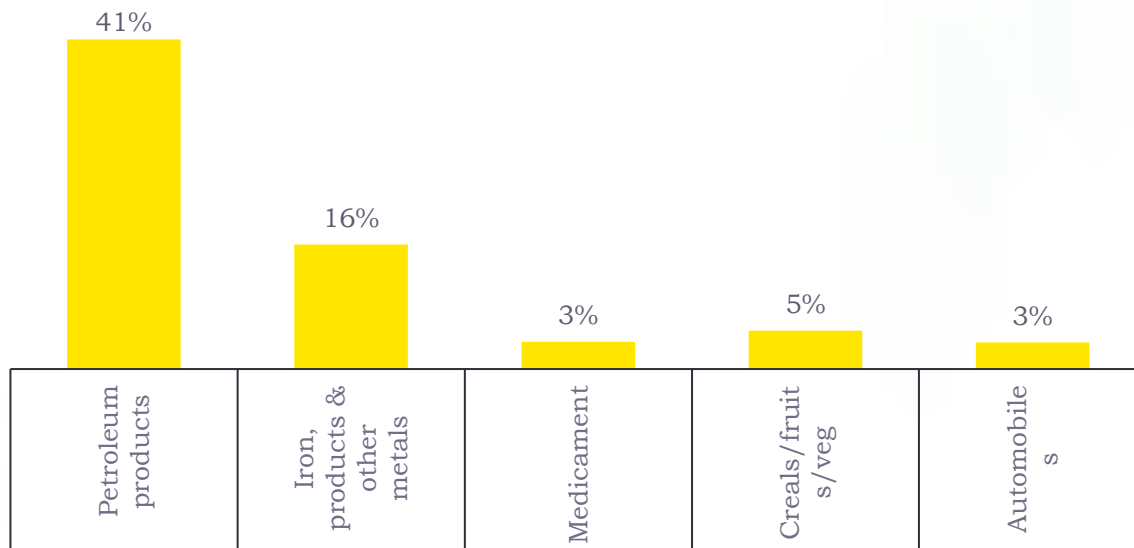
Among various modes of trade between India and Nepal, approx. 95% of total bilateral trade with Nepal goes via land. Out of which land ports have a share of approx. 60%.



# I. Bilateral Trade with Nepal

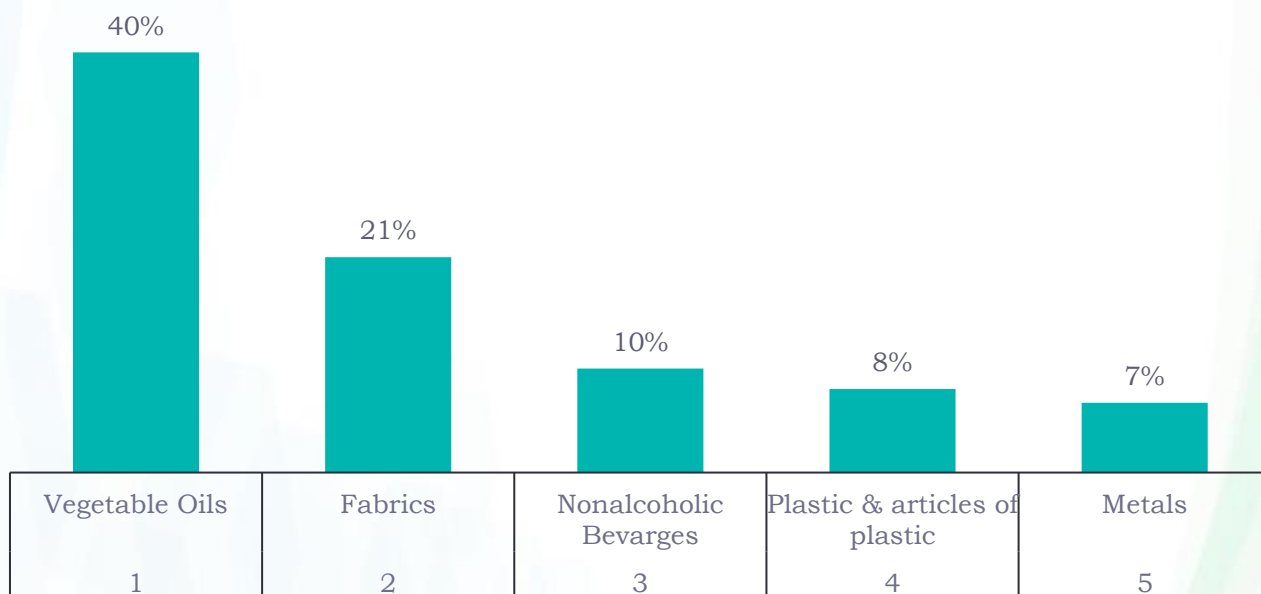
Total export from India to Nepal during FY 23 is INR 38,043 Cr and Export makes 89% of Indo-Nepal trade volume via land ports. 'Petroleum' is the top export from India to Nepal with approximately 41% share of export via land ports.

**Figure 11: Top 5 commodity exported to Nepal**



India's total imports from Nepal in FY 23 is INR 4,576 Cr. 'Vegetable Oil' was the most imported product. The following chart illustrates the top-5 imported items from Nepal.

**Figure 12: Top 5 commodities imported from Nepal**





# J. Revenue Enhancement Initiatives

LPAI has embarked on a journey to maximize revenue streams, optimize existing resources, and capture new market opportunities. These initiatives encompass a range of strategic actions and innovations designed to help our organization achieve financial objectives, contributing towards upkeep of our facilities, and fostering long-term goals.

These initiatives can be broadly classified under two heads:

## Tariff Revenue:

For a long time LPAI hadn't revised its rates that it charged for crucial services such as storage, weighment, parking, H&T, etc. LPAI had offered these aforementioned services at below market prices. By aligning tariffs with market prevalent rates, LPAI was able to bolster its revenue which can be utilized to further enhance passenger and trade experience at land ports.

## Non-Tariff Revenue and Initiatives

Through existing infrastructure and commercial opportunities, LPAI has

embraced new avenues for revenue growth. For example, LPAI intends to lease out space in its state-of-the-art infrastructure including facilities for business events and government functions.

Assets like ponds in Agartala and Jogbani are being leased out for aquatic activities such as fishing and other. LPAI has also identified the scope to engage with the tourists visiting Dera Baba Nanak and provide facility for private vehicle parking that would result in additional source of revenue from land ports.

New avenues of revenue generation such as material and food testing labs, rejuvenation of cold storages, medical tourism counters, and cab services (especially in remote ICPs near Bangladesh) have also been identified.

Additionally, LPAI has started reviewing its existing contract with various service providers to identify opportunity to enhance revenue. Based on review of contract LPAI intend to rationalize rent collection and renegotiate terms on revenue sharing basis.



**Figure 13:Forex Counter at Petrapole land port**



**Figure 14: Medical Tourism Counter at Agartala land port**

# K. Trade & Passenger Movement via Land Ports



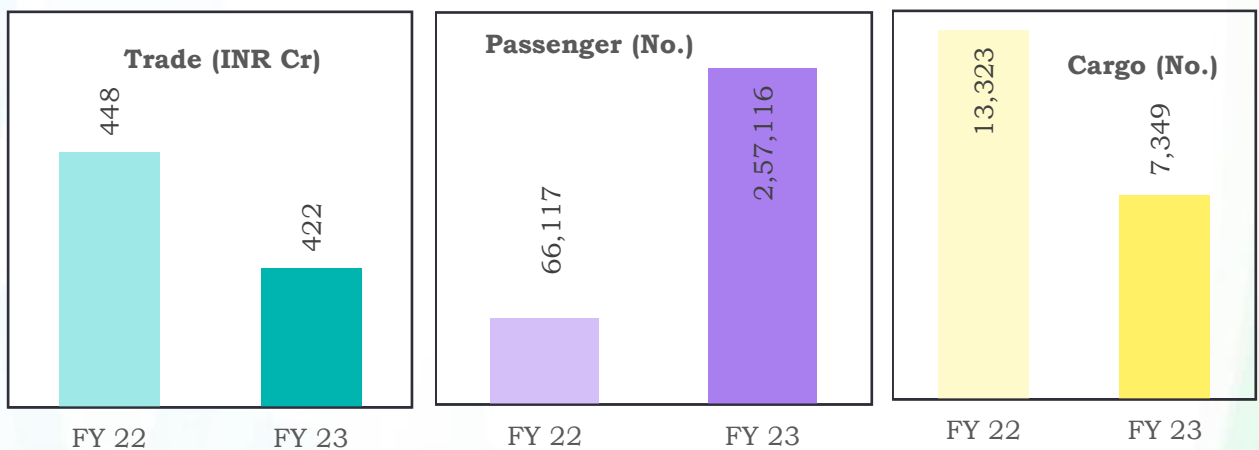
# K1. Agartala- Land Port



Agartala land port became operational on 17<sup>th</sup> November 2013. It was the second land port in India after Attari in Punjab. This land port is gateway for Bangladeshis to access Agartala Airport. The Akhaura Land Port in Bangladesh is also being upgraded by the World Bank. The Capital of Bangladesh Dhaka is only 130 KMs away from this land port. This is the only land port that is situated within the municipal limits of a capital city Agartala.

The graph below illustrates trade and passenger movement data for Agartala land port:

**Figure 13: Trade, Passenger and Vehicle volume at Agartala**



- Passenger movement has increased by 289% at Agartala land port in FY 23 when compared with previous years data.
- However cargo movement from Agartala has decreased significantly in FY 23 from previous year.
- Trade has marginally declined by 6% in FY 23 when compared to previous year.

# K1. Agartala- Land Port

The tables below shows major commodities imported and exported via Agartala land port. Wheat and other food items are exported through Agartala land port for Bangladesh. However, Iron and steel are the second largest commodity imported via Agartala land port after marine and other food products.

**Table 2 : Commodity wise import and export (%)**

S.N.	Major Commodities	Import(%)	Export(%)
1	Wheat and food products	-	100%
2	Marine & other Products	59%	-
3	Iron & Steel	11%	-
4	Vegetable Oils	5%	-
5	Cement and Clinker	5%	-
6	Other Commodities	20%	-
	<b>Trade (INR Cr)</b>	<b>339</b>	<b>83</b>

## Key Events at land port



Dr. Sujoy Lal Thaoson, IPS, DG BSF , visited ICP Agartala. He was briefed about land port operations.



A group of economics postgrad students from Tripura University visited Agartala land port for a field study



A 'Period Awareness' drive was held at Agartala land port.



Dr. Atul Goel, Director General of Central Health Services visited Agartala land port.

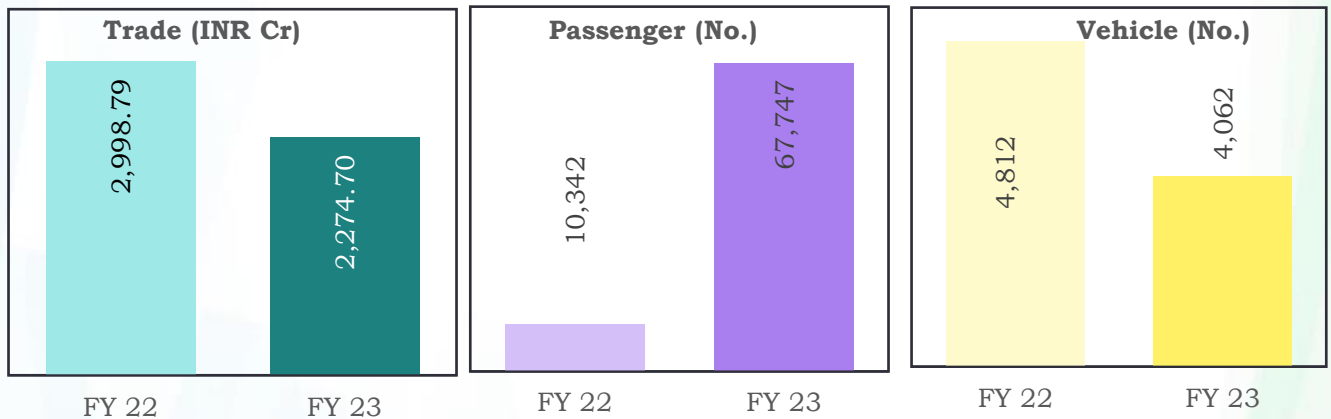
# K2. Attari- Land Port



It is the first land port established under the Land Ports Authority of India (LPAI) in 2012. Since its establishment, Attari has played a crucial role as a significant trading point with Afghanistan and Pakistan. Spanning across an expansive area of 120 acres, Attari land port benefits from its direct access to National Highway-1, which enhances connectivity for trade and transportation. Being situated within the city limits of Amritsar, it enjoys excellent connectivity through rail, road, and air networks.

The strategic location and well-connected infrastructure of Attari land port makes it a vital gateway for trade activities, facilitating the movement of goods and fostering economic ties between India, Afghanistan, and Pakistan.

**Figure 14: Trade, Passenger and Vehicle volume at Attari**



- Trade via Attari land port has declined in FY 23 in comparison to FY 22.
- Approximately 68,000 passengers crossed the border via Attari in FY 23 which is 555% more than number of passengers in FY 22.
- However, 4,000 cargo vehicles crossed the border via Attari land port in 2022-23.

# K2. Attari- Land Port

Since FY 2019-20, there have been no exports via Attari. Only imports from Afghanistan are being recorded. Also India has provided food grain, and humanitarian aid to Afghanistan via land port Attari.

The table below shows major commodities traded via Attari land port.

**Table 3 : Commodity wise Import and Export**

S.N.	Major Commodities	Import(%)	Export(%)
1	Dry fruits & fruits(fresh/dry)	92%	-
2	Spices	7%	-
3	Wheat	-	100%
4	Other Commodities	1%	-
	<b>Trade (INR Cr)</b>	<b>2,211</b>	<b>64</b>

India's major items of import through land port Attari include fresh fruit, spices and other food items.

## Key Events at land port



An art & essay competition was organized at Attari.



BGF accommodation hand over at Attari land port.

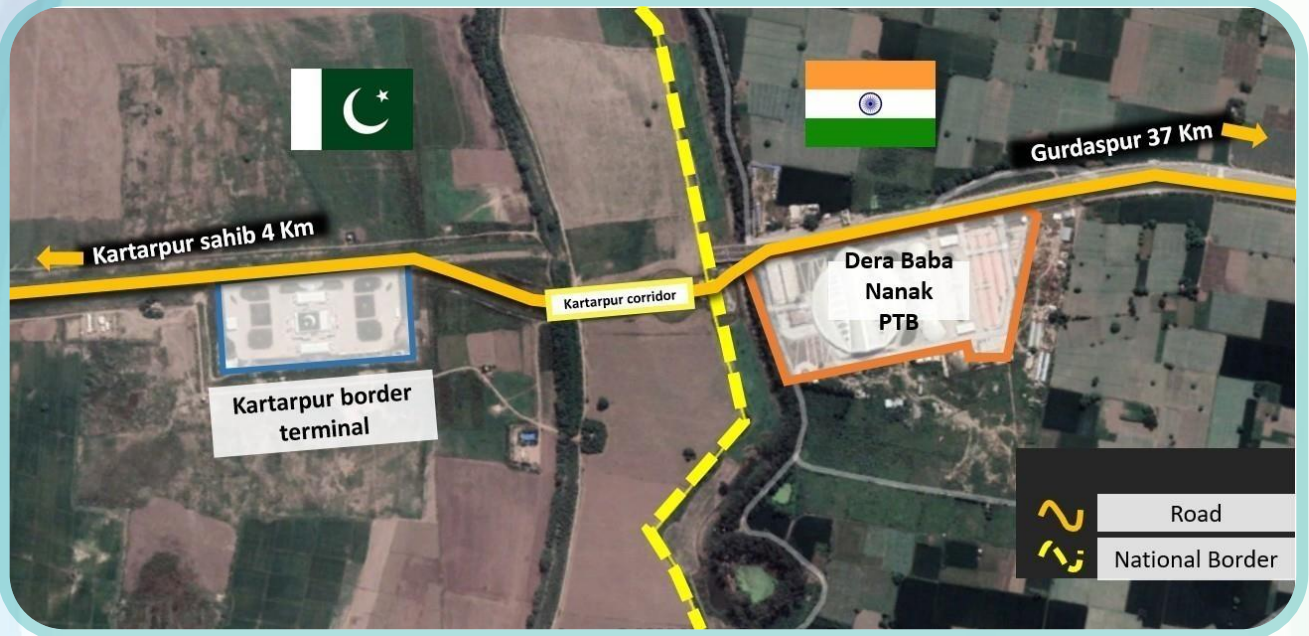


Inauguration puja of new Passenger Terminal Building (PTB) at Attari land port



Two new buses procured at ICP Attari. ICP staff poses with new buses.

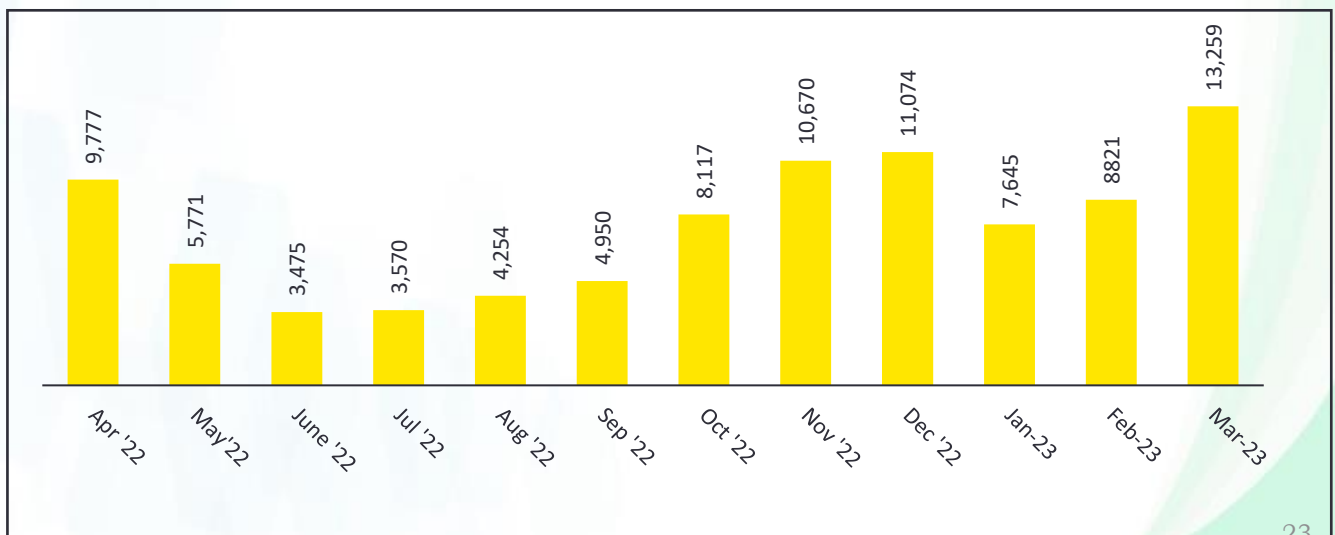
# K3. Dera Baba Nanak PTB - Land Port



The Passenger Terminal Building (PTB) at Dera Baba Nanak (DBN), holds significant importance for the Sikh community. As it serves as a gateway for pilgrims visiting the Kartarpur Sahib Gurudwara in Pakistan. The primary purpose of DBN is not to facilitate trade, rather to become a socio-cultural hub for both the local population and pilgrims worldwide. LPAI, in collaboration with the Punjab government, intends to develop a tourism circuit that links the PTB to other significant tourist sites in the vicinity, such as the Golden Temple and Jallianwala Bagh, which are only 50 kilometers away. LPAI is fully committed to providing top-notch services to pilgrims visiting the PTB, showcasing not only its operational capabilities but also its dedication to serving people from all corners of the globe. LPAI envisage to develop DBN as tourist destination for people visiting Punjab.

A significant rise of 187% is recorded in number of pilgrims travelling via PTB during FY 23 compared to previous year. The chart below illustrates the movement of pilgrims month over month.

**Figure 15 : Passengers Movement via Dera Baba Nanak**

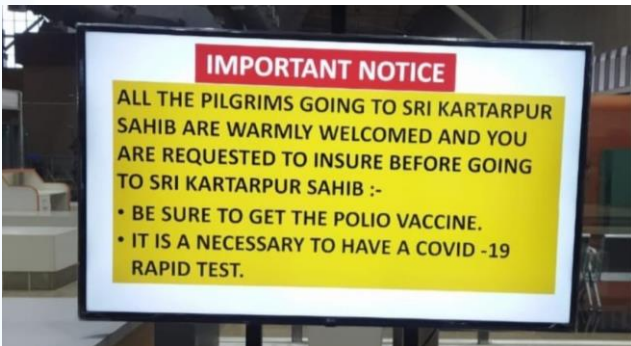


## SHRI KARTARPUR SAHIB CORRIDOR, ICP DERA BABA NANAK (GS)



DBN land port hosted a delegation from Gurudwara Bangla Sahib New Delhi.

### Key Events at land port



LCD digital display board at DBN land port for convenience of pilgrims.



Free eye check up camp for staff and stake holders at DBN land port.



Shri Vivek Verma Secretary, LPAI, visited Dera Baba Nanak land port and held meeting with the stakeholders.



Sh Ajeet Kumar Singh, Director (Ops), paid a visit to DBN land port.



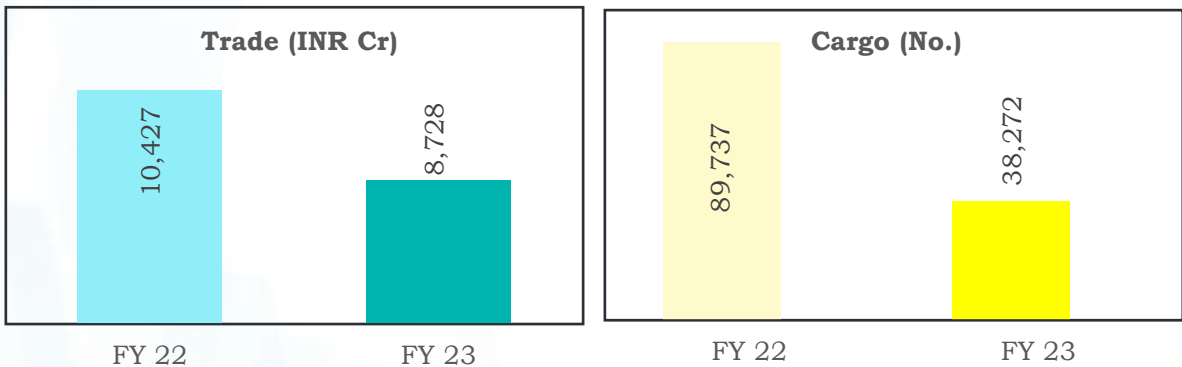
# K4. Jogbani- Land Port



Jogbani land port, spread over an extensive area of approximately 186 acres, is situated around 325 kilometers northeast of Patna. The ICP features a passenger terminal building (PTB) to cater to the needs of travellers crossing the border. Additionally, it includes an inspection cum warehouse for import and export activities, as well as a Customs Service Building to streamline customs procedures. To support the efficient movement of goods, sheds have been specifically designed to meet import and export requirements and a new international railway line is constructed adjacent to Jogbani land port.

The charts below shows the trade and cargo data of Jogbani.

**Figure 16: Trade and Cargo Vehicle volume at Jogbani**



- Total trade via Jogbani land port in the FY 23 was Rs. 8,728 Cr.
- Jogbani land port currently does not have passenger movement.
- We record only trade vehicle movement at Jogbani, more than 38,000 vehicles crossed the border via Jogbani during FY 23.

# K4. Jogbani- Land Port

The table below shows major commodities imported and exported via Jogbani land port. Vegetable oil tops the charts of imports via Jogbani. Whereas, 'Iron & Steel' is the number one export via Jogbani.

**Table 4 : Commodity wise Import and Export**

S.N.	Major Commodities	Import(%)	Export(%)
1	Vegetable & food products	6%	9%
2	Vegetable oil	37%	-
3	Petroleum products	-	13%
4	Iron & steel	9%	27%
5	Plastic and it's article	12%	5%
6	Automobile parts & machine	-	2%
7	Cotton yarn & fabrics	28%	4%
8	Other Commodities	8%	39%
	<b>Trade(INR Cr)</b>	<b>2,519</b>	<b>6,210</b>

## Key Events at land port



Shri Sanjay Kumar Agarwal (IAS) with senior officers planted tree at Jogbani land port.



The newly installed weighbridge at the import shed at Jogbani land port.

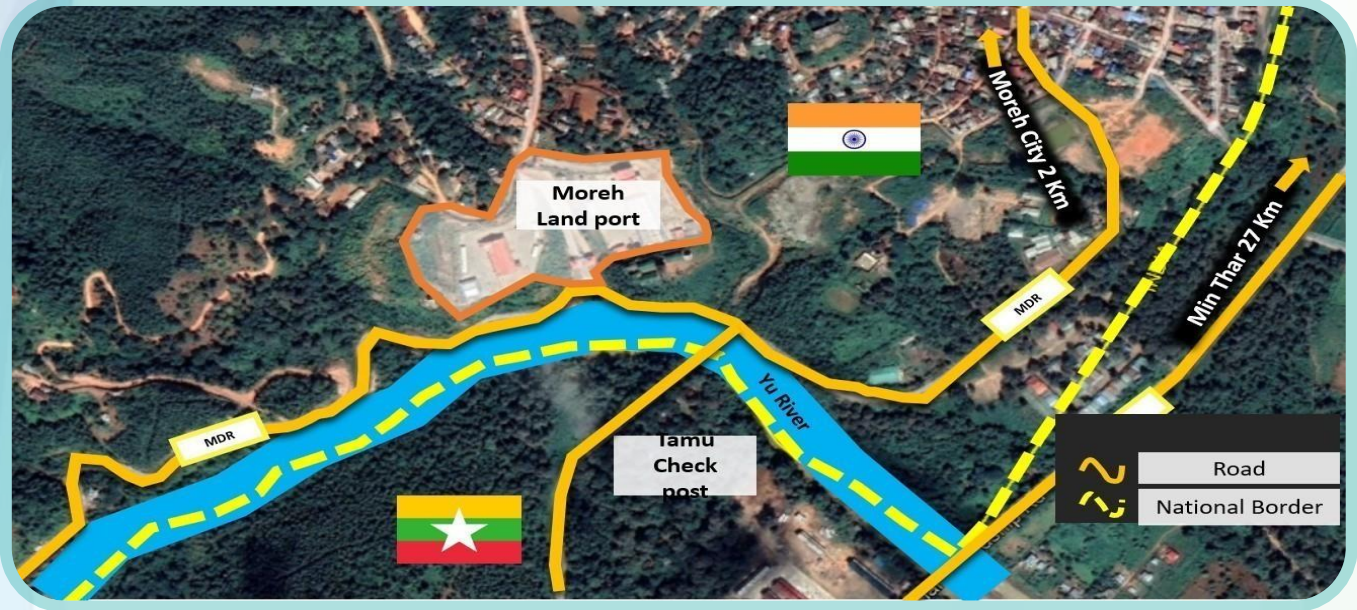


Indian Ambassador to Nepal, Shri Naveen Srivastav, inspects newly built customs yard at Jogbani land port.



Visit of Chief Commissioner, Customs (P) and Joint Commissioner, Customs (P), Patna (Bihar) at Jogbani land port.

# K5. Moreh - Land Port



The Moreh land port spans an area of approximately 45 acres and is situated around 110 km away from Imphal, alongside the international border separating India and Myanmar. Its strategic location along the proposed 1360 km long India-Myanmar-Thailand Trilateral Highway makes it a vital entry point to India. This highway will connect Moreh land port in India to Mae Sot in Thailand via Myanmar. Given this prospect, Moreh land port plays a crucial role in fostering people-to-people connections between India and Myanmar, being the only feasible land route linking the two nations.

Before the outbreak of Covid-19, Moreh experienced steady growth in both passenger and cargo movement. However, the pandemic and the internal instability within Myanmar have significantly disrupted this flow.

During FY 23, no trade activities were recorded at the Moreh land port.

## Key Events at land port

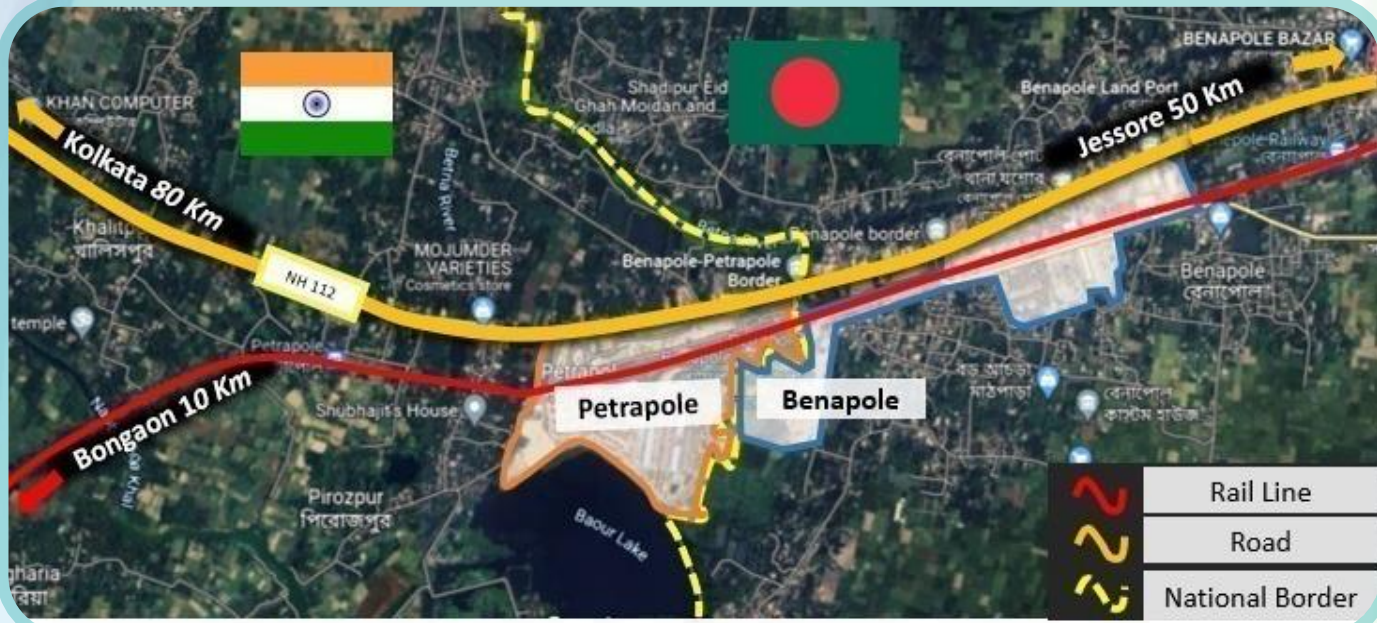


A team from Shija Hospitals in Imphal, visited land port Moreh. The team also ran evaluation exercises.



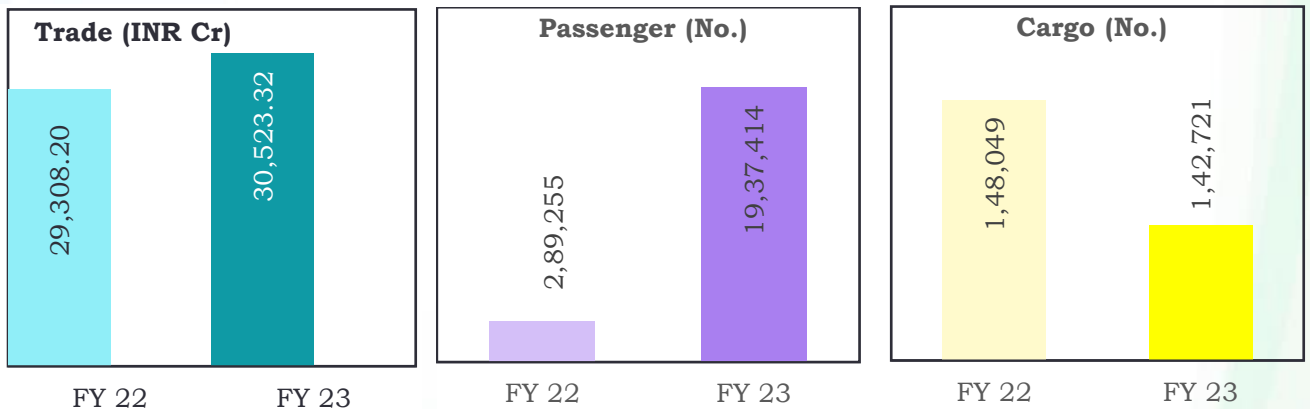
The State Academy of Training in Manipur visited Moreh land port.

# K6. Petrapole - Land Port



Petrapole covers an extensive area of around 100 acres and is strategically located on the Jessore road, connecting the bustling Indian city of Kolkata to Jessore in Bangladesh. This route holds immense importance for both trade and passenger movement between the two countries. Petrapole boasts a dedicated parking area spanning 1.2 lakh square meters, capable of accommodating approximately 1500 trucks. To meet the need of future demand, plans have been set in motion to construct a second cargo gate, mechanize the transshipment process and introduction of e-suvidha portal for export slot booking. Together these initiative shall ensure seamless movement and facilitation of trade in line with the requirement of the trade growth and movement via Petrapole land port.

**Figure 17: Trade, Passenger and Cargo Vehicle volume**



- Total bilateral trade via Petrapole during FY'23 marginally increased by 4% from FY '22.
- Approximately 19.37 Lakhs passengers have crossed the border via Petrapole land port in FY'23 which is 570% more than previous year.
- During FY'23 1.42 Lakh vehicles crossed the border via Petrapole land port.

# K6. Petrapole - Land Port

The table below shows major commodities imported and exported via Petrapole land port. Ready-made garments are the top most imported items from Bangladesh to India. Whereas 'Cotton Yarn and Fabrics' is top most exported item.

**Table 5: Commodity wise Import and Export**

S.N.	Major Commodities	Import(%)	Export(%)
1	Cotton Yarn & Fabrics	-	24%
2	Readymade garments & accessories	57%	-
3	Jute & Rugs	15%	-
4	Minerals & Metals	-	14%
5	Paint & Dyes/Chemicals	4%	3%
6	Motor vehicle & parts	1%	10%
7	Fruits/Veg/Marine products	3%	5%
8	Other Commodities	20%	44%
	<b>Trade (INR Cr)</b>	<b>7,996</b>	<b>22,527</b>

## Key Events at land port



Hon. Home Minister of Bangladesh, Shri. Asaduzzaman Khan Kamal visited Petrapole.



Free Health Camp organized at land port Petrapole for staff and stakeholders.

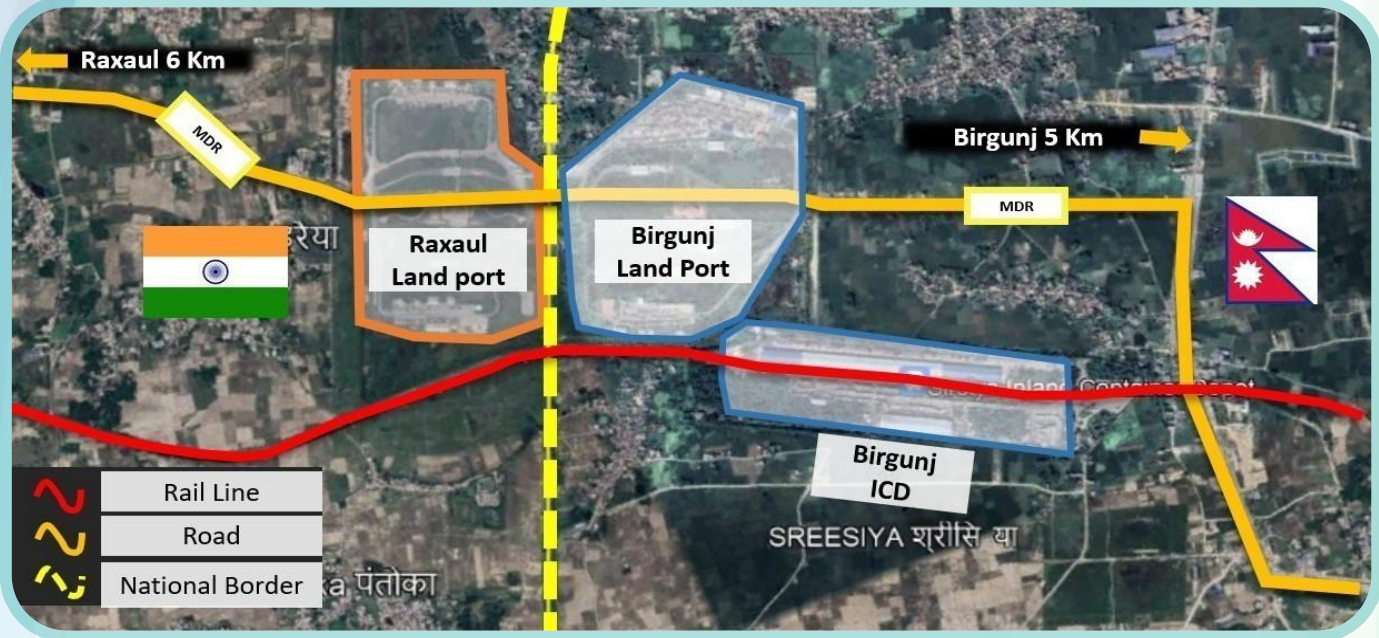


Mahilla Housing Sewa Trust study team led by Miss Palak Shah conducted a study on 'Engendering Land Ports in India'.



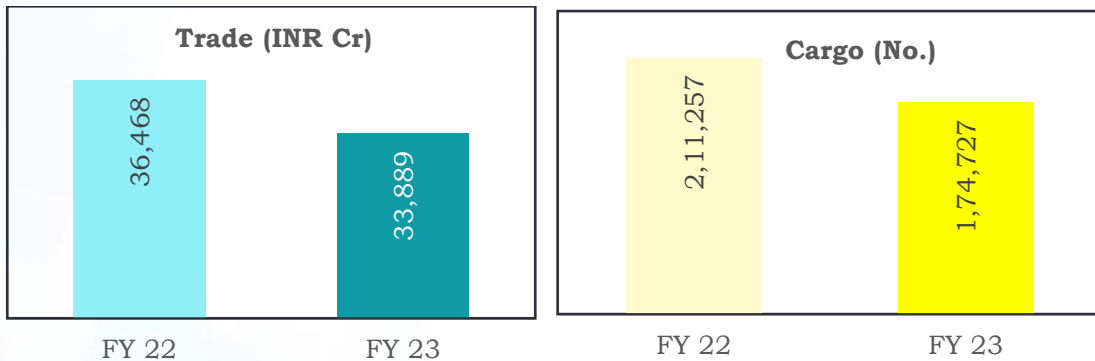
IRS Commissioner Sh. Vijay Chauhan, Tughlakabad & NTRS team visited Land Port Petrapole.

# K7. Raxaul - Land Port



Situated about 250 km away from Patna, Raxaul serves as a crucial hub for land trade between India and Nepal. The majority of the land based trade activities between the two nations are channel through the Raxaul land port. Raxaul land port boasts dedicated lanes for each process, separate gates for cross-border traffic, and essential facilities such as a quarantine laboratory, cargo inspection facilities, cold storage, warehouses, administrative buildings, and other amenities. The land port has six process sheds dedicated to import and export trucks. As on Jan 2023, the Land Customs Station (LCS) at Raxaul has been closed, redirecting the entire cargo movement through the Raxaul land port. This decision signifies the port's growing prominence and role in facilitating trade and transportation activities between India and Nepal.

**Figure 18: Trade and Cargo Vehicle volume**



- Total trade via Raxaul land port in FY 23 has decreased by 7% compared to FY 22.
- Raxaul land port currently does not have passenger movement.
- Approx 1.74 Lakhs vehicles crossed the border via Raxaul land port during FY23, 17% lesser than FY22.

# K7. Raxaul - Land Port

The table below shows major commodities imported and exported via Raxaul land port. Petroleum products are the number one exported commodity via Raxaul followed by 'Iron and Steel'. Whereas, 'Vegetable Oil' is number one on the list of imports.

**Table 6: Commodity wise Import and Export**

S.N.	Major Commodities	Import(%)	Export(%)
1	Wheat/Rice/Veg	-	4%
2	Vegetable Oil	45%	-
3	Petroleum Products	-	47%
4	Electronic Products	-	4%
5	Minerals & Metals	6%	13%
6	Medicine & Fertilizers	4%	4%
7	Automobile parts & Machinery	-	4%
9	Processed food( beverages)	22%	-
10	Other Commodities	23%	24%
	<b>Trade (INR Cr)</b>	<b>2,057</b>	<b>31,883</b>

## Key Events at land port



NHAH conducted a free medical camp for road safety week celebration at Raxaul land port.



Under Raxaul's campus beautification programme, The Mukhya Bhawan region has been cleaned.



SP Motihari, Shri. Kantesh Kumar, IPS, visited Raxaul land port.



The Indo-Nepal Border Districts Coordination Committee met at Raxaul land port.

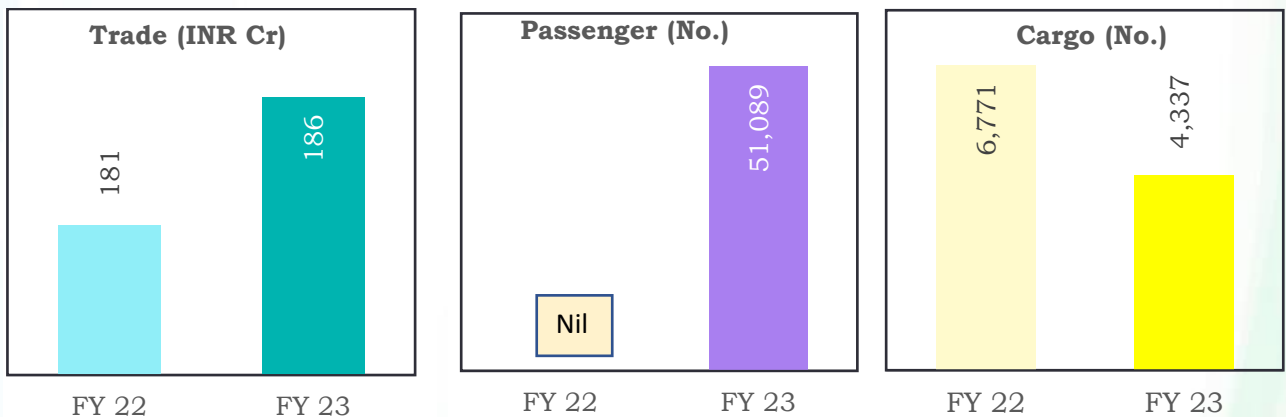
# K8. Srimantapur - Land Port



Srimantapur land port is situated along the banks of the river Gomati in the state of Tripura. The strategic positioning of this land port has elevated its significance as one of the key gateways connecting India and Bangladesh. Notably, the port is equipped with a water jetty, allowing it to facilitate multimodal trade through both roadways and waterways, thereby enhancing its trade capabilities.

LPAI has taken the initiative to develop a picturesque land port, creating a pleasant and welcoming experience for passengers and visitors alike. With its advantageous location and modern facilities, the Srimantapur land port plays a vital role in promoting smooth trade and fostering positive bilateral relations between India and Bangladesh.

**Figure 19: Trade, Passenger and Vehicle volume**



- Trade via Srimantapur during FY 23 has increased by 3% in comparison to FY 22.
- Approx. 51,089 passenger crossed the border via Srimantapur during in FY 23 however there was no passenger movement recorded in FY 22 at land port.
- Approx. 4,337 vehicles crossed the border via Srimantapur land port in FY 23.



# K8. Srimantapur - Land Port

The table below shows major commodities imported and exported via the Srimantapur land port. Vegetables and food products are the main export from the Srimantapur land port. However, petroleum products are number one on list of imports followed by cement and clinker.

**Table 7: Commodity wise Import and Export**

S.N.	Major Commodities	Import(%)	Export(%)
1	Wheat & other cereals	3%	82%
2	Spices/fruits	-	11%
4	Petroleum Products	68%	-
5	Cement and Clinker	25%	-
6	Cotton Yarn & Fabrics	3%	7%
7	Other Commodities	1%	-
	<b>Trade (INR Cr)</b>	<b>19</b>	<b>168</b>

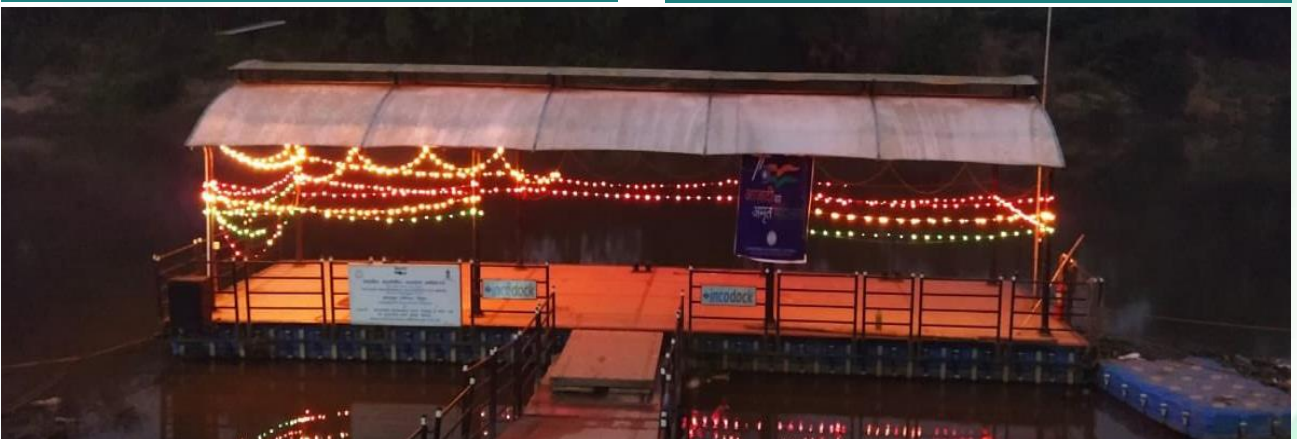
## Key Events at land port



Volleyball competition was held at Srimantapur between LPAI stakeholders and BSF



Mock drill on "How to Save Life in Flood situation" held at land port Srimantapur



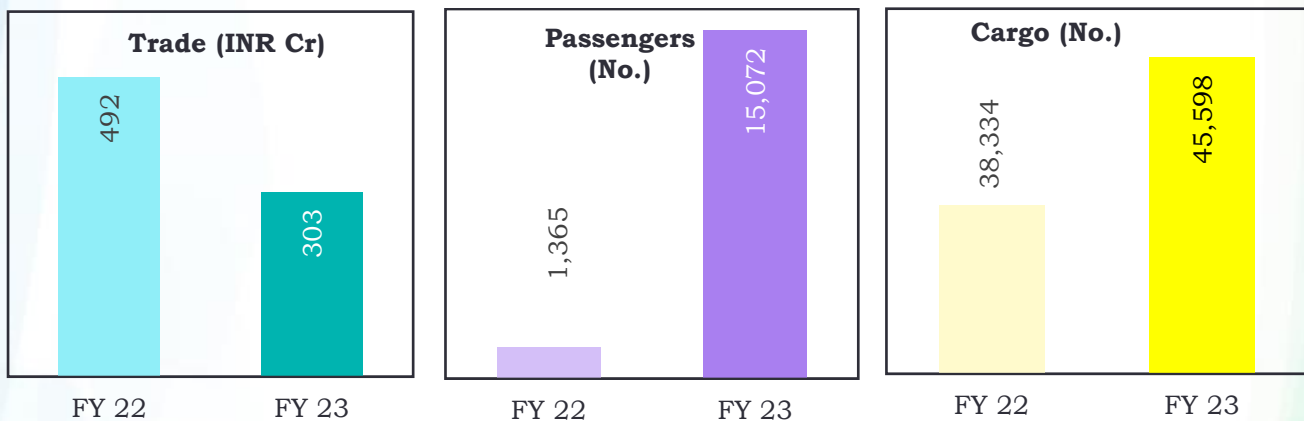
Water jetty at Srimantapur in night decorated on occasion of Azadi ka Amrit Mahotsav at land port.

# K9. Sutarkandi - Land Port



Sutarkandi land port at the India- Bangladesh border is located in the Karimganj district of Assam. It is at a distance of about 14 km from Karimganj, 65 km from Silchar town, and 45 km from Sylhet town of Bangladesh. Rivers Kushiyara and Longai flowing across the border are at distances of 3 km in the north and 3.5 km in the south respectively.

**Figure 20: Trade, Passenger and Vehicle volume**



- Total bilateral trade via Sutarkandi during FY'23 is INR 303 Cr.
- The number of passengers crossing the border via Sutarkandi in FY'23 is approximately 15,000 which is almost 1000% more than previous year FY'22.
- Approximately 46,000 vehicles crossed the border via Sutarkandi land port in FY'23.

# K9. Sutarkandi - Land Port



The table below shows major commodities imported and exported via the Sutarkandi land port. The main trade at the Sutarkandi land port is comprised of vegetables and food items. Second major commodity exported via Sutarkandi land port are minerals and ore.

**Table 8: Commodity wise Import and Export**

S.N.	Major Commodities	Import(%)	Export(%)
1	Wheat/Rice/Vegetable & fruits	26%	56%
2	Processed items	36%	-
3	Moulded and extruded goods	18%	-
4	Coal coke Briquettes	-	11%
5	Bulk Minerals & Ores	-	28%
6	Plastic and other articles	5%	-
7	Other commodities	15%	5%
	<b>Trade (INR Cr)</b>	<b>179</b>	<b>124</b>

## Key Events at land port



Hindi workshop was organized at Sutarkandi, Assam. The chief guest was Mr. RB Sharma, Legal Advisor, LPAI.



ADB, NHA and Infrastructure Development Corporation Ltd delegation visited Sutarkandi land port.



Medical awareness camp for the prevention of vector-borne illnesses held at Sutarkandi.



Member P&D and Director (Projects), visited Sutarkandi land port to review development status.



## Rupaidiha land port



Physical* Progress	Financial * Progress
INR 160 Cr.	97%

## Dawki land port



Physical* Progress	Financial * Progress
INR 70.40 Cr.	94%

\* Status as on 31.03.23

# L1. Project Updates – Land Ports



Figure 21: India side gate Rupaidiha land port actual image



Table 9: Development of Land port and their constituents

S.No.	Development of land port	Start Date	Project Cost (in Cr.)	Physical Progress*	Financial Progress*
1	Development of Sabroom land port	28-12-2021	97.79	62%	63%
2	External Development (Sabroom)	08-09-2021	16.10	15%	12%
3	Development of Rupaidiha land port	13-05-2022	28.86	75%	73%
4	Boundary wall at Sonauli	28-11-2022	6.50	70%	53%
5	New Passenger Terminal Building at Petrapole	07-02-2020	549.84	41%	37%
6	Construction of Toe wall, Boundary walls, etc at Petrapole	09-06-2022	8.29	55%	30%
7	Construction of 05 sentry post & paint works at Raxaul	27-07-2021	1.13	95%	81%
8	Construction of Fire Station at Raxaul	30-11-2021	2.24	65%	60%
9	Construction of sentry post, Toilet blocks & boundary wall at Jogbani	04-Aug-21	5.05	60%	58%
10	Construction of Fire Station at Jogbani	09-12-2021	2.26	60%	56%
11	Construction of Dormitory at Jogbani	19-01-2022	3.04	40%	32%

\* Status as on 31.03.23

## L2. Project Updates – Accommodations



Figure 22: BGF accommodation hand over at Attari land port.



Table 10: BGF accommodation development summary

S.No.	BGF Accommodations	Start Date	Project Cost (in Cr.)	Physical Progress *	Financial Progress*
1	Dawki	22-02-2019	20.80	40%	32%
2	Petrapole	27-06-2019	29.43	45%	41%
3	Raxaul	01-04-2021	20.24	21%	10%
4	Jogbani	19-01-2022	3.04	97%	32%
5	Agartala	08-02-2022	19.95	25%	29%
7	Moreh	04-08-2021	31.97	67%	62%

\* Status as on 31.03.23

# M. Digitalization of Land Ports - LPMS

Neutral and open electronic platform enabling intelligent and **secure information exchange** between stakeholders

**Optimizes and automates logistics-efficient processes** through single submission of data, connecting transport and logistics chains

**Tracking and Tracing** of consignments while ensuring data confidentiality.

A **Centralized Single-Window Electronic Platform** that facilitates end-to-end information flow.

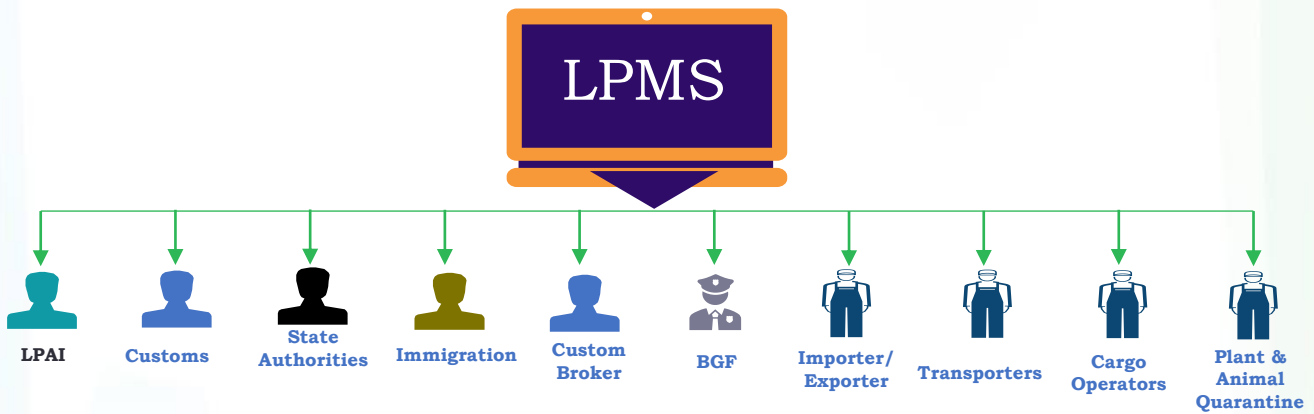


Figure 23: Visual illustration of land port management system

Online Request for Services	e-Document submission of Regulatory & Operations	Information Services
<ul style="list-style-type: none"> <li>▪ Freight Forwarder/CHA Registration</li> <li>▪ Gate Appointment for cargo and passenger</li> <li>▪ Parking, Slot Booking</li> <li>▪ Queue Management</li> <li>▪ Driver Registration</li> <li>▪ Truck Loading and Unloading</li> <li>▪ Warehouse storage booking</li> <li>▪ Tariff payment service</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cargo Manifest</li> <li>▪ Hazardous Cargo Declaration</li> <li>▪ Truck and driver particulars</li> <li>▪ Shipping Bill</li> <li>▪ Bill of Entry</li> <li>▪ Delivery Order</li> <li>▪ Asset Management</li> <li>▪ Incident Management</li> <li>▪ Quality Management</li> <li>▪ Financial Management</li> </ul>	<ul style="list-style-type: none"> <li>▪ Truck Tracking</li> <li>▪ Truck Activities (Gate-in /Gate-out)</li> <li>▪ Gate Schedule</li> <li>▪ Performance Reports</li> <li>▪ Dwell Time Report</li> <li>▪ Content Management System (CMS)</li> <li>▪ GIS</li> <li>▪ Train &amp; Bus Schedules</li> </ul>



# N. Our Representatives at Land Ports



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