

LAND PORTS IN A BRIEF

1. Benapole Land Port

Bangladesh side:	Benapole, Sharsha, Jessore
Indian side:	Petrapole, Bongaon, 24-Parganas, West Bengal
Operator:	Bangladesh Land Port Authority
Date of operation:	February 01, 2002
Storage capacity:	40,000 MT
Total land area:	60.782 Acre
Infrastructure:	Warehouse-36, Warehouse-cum-yard-5, Open stack yard-2, Transshipment yard-1, Truck Terminal (import & export)-2, Weighbridge scale-2 (100 MT) International Passenger Terminal International Bus Terminal Administrative and residential building, fire brigade, standby power generator, Observation towers, Lighting, water supply & sewerage system in operational areas, Security posts, Boundary wall
Manpower:	Administrative personnel 160 Security personnel 263 Handling labour (manual) 1400
Handling capacity:	Manual 1.20 mln MT (yearly) Equipment 0.80 mln MT (yearly) Total 2.00 mln MT (yearly) (by crane and forklifts of various capacities)
Goods handled: (2011-2012)	Import- 1.22 mln MT Export - 0.46 mln MT Total- 1.68 mln MT
Principal Imports:	Cotton, chemical, motor car, motor cycle, tyre-tube, machinery & spare parts, food grains, fish, spices, sugar, egg, aluminium, refrigerator, paper etc.
Principal exports:	Jute & jute goods, fish, soap, plastic goods, battery, construction materials etc.
Problems:	On an average near about 200-250 trucks are assembled carrying export goods at Benapole Land Port under Jessore District. But generally 100-150 trucks are cleared in the Indian side leaving rest trucks tailbacked in Bangladesh side. This causes heavy traffic congestion in the port area. Beside the cost of export is increased due to demurrage charges by the transport agencies for the delayed delivery of export cargoes.

2. Burimari Land Port

Bangladesh side:	Burimari, Patgram, Lalmonirhat
Indian side:	Changrabandha, Mekhaliganj, West Bengal
Operator:	Bangladesh Land Port Authority
Date of operation:	April 09, 2010
Storage capacity:	2,000 MT
Land area:	11.15 Acre

Infrastructure:	Warehouse-2, Open stack yard-2, Transshipment yard-1, Weigh bridge scale-1 Administrative building, Labour shed, Standby power generator, Observation towers, Lighting and water supply & sewerage system in operational areas, Security posts, Boundary wall
Manpower:	Administrative personnel 10 Security personnel 15 Handling labour (manual) 600
Handling capacity:	0.50 mln MT (manual-yearly)
Goods handled:	Import- 0.36 mln MT (2011-2012)
Principal Imports:	Goods are mainly imported from Bhutan. Under a mutual arrangement the Bhutanese trucks are allowed to ply through India to Burimari zero line to unload goods. Imported items are rice, wheat, lentil, onion, fruits, tobacco, stone, railway concrete slipper etc.
Principal exports:	Waste fabrics, glass sheet, food products, medicine, net fabrics, battery, etc.

3. Akhaura Land Port

Bangladesh side:	Akhaura, Brahmnbaria
Indian side:	Ramnagar, Agartala, Tripura
Operator:	Bangladesh Land Port Authority
Date of operation:	August 13, 2010
Storage capacity:	2,000 MT
Total land area:	15.00 Acre
Infrastructure:	Warehouse-1, Open stack yard-1, Transshipment yard-1, Weigh bridge-1 (100 (MT), Standby power generator, Administrative semi-pucca building, Standby power generator, Lighting, Security posts, Boundary wall etc.
Manpower:	Administrative personnel 4 Security personnel 7 Handling labour (manual) 200
Handling capacity:	750,000 MT (manual-yearly)
Goods handled: (2011-2012)	Import- 172 MT Export-575,550 MT Total- 575,722 MT
Principal Imports:	Bamboo, Turmeric, Watch, Ginger, Marble slab, Fruits etc.
Principal exports:	Processed Stone, Bricks, Tiles, Fish, Cement, Battery, Furniture, Glass sheet, etc.
Problems:	The quality of export items is being checked at Shilong causing unreasonable delay. If the arrangement is made to check the quality of the export items at Agartala, it will help save time in exporting Bangladeshi goods.

4. Sonamosjid Land Port

Bangladesh side:	Shibganj, Chapai Nawabganj
Indian side:	Mahadipur, Maldah, West Bengal
Operator (on BOT basis):	Panama Sonamosjid Port Link Ltd.

6. **Banglabandha Land Port**

Bangladesh side: Tetulia, Panchagarh
Indian side: Fulbari, Jalpaiguri, West Bengal
Operator (on BOT basis):Banglabandha Land Port Ltd.
Date of signing of
Concession Agreement
with the Operator: October 09, 2005
Partial Commercial
Operation Date (PCOD): January 22, 2011
Commercial
Operation Date (PCOD): Yet to start
Royalty from operator: Fixed: Tk. 5.00 lakh/per annum (from 1st anniversary of COD)
Variable: 31.26% of gross revenue income
Storage capacity: 500 MT
Total land area: 10.00 Acre
Infrastructure: Warehouse-1, Open stack yard-1, Truck terminal-1, Weighbridge scale-1, Standby power generator, Administrative building, Barrack house, Standby power generator, Lighting, Security posts, Boundary wall etc.
Handling capacity: 0.5 mln MT (manual-yearly)
Goods handled: Import -170,000 MT
(2011-2012) Export -5,000 MT
Principal imports: Lentil, Wheat, Onion, Fruits, etc.
Principal exports: Jute, Glass sheet, Medicine, Food products etc.
SOP: Under the Standard Operating Procedure (SOP) signed between the two countries, loaded trucks of both the countries are allowed to unload goods crossing the zero line.
Problem: Presently, only import-export of goods are carried on. But there is no immigration even though necessary facilities are present at this side. It will be very helpful for the travellers of both the countries, if the immigration facilities are provided at both sides.

7. **Teknaf Land Port**

Bangladesh side: Teknaf, Cox's Bazar
Myanmar side: Mungdu, Myanmar
Operator (on BOT basis):United Land Port Teknaf Ltd.
Date of operation: November 01, 2006
Date of signing
Concession Agreement : August 31, 2006
Commercial Operation
Date (COD): July 01, 2012
Royalty from operator: Fixed: Tk. 10.00 lakh/per annum (from 1st anniversary of COD)
Variable: 28.09% of gross revenue income
Storage capacity: 1,000 MT
Total land area: 24.00 Acre
Infrastructure: Warehouse-2, Open stack yard-1, Transit shed-1, Truck parking yard-2, Weighbridge scale-1, Standby power generator, Administrative building (three storied), Barrack house, Dormitory (four storied), Passenger jetty, Passenger terminal, Cargo jetty-5,

Pontoon-3, Cold storage, Standby power generator, Lighting, Rest house, labour shed, canteen, mosque, boundary wall etc.

Handling capacity: 300,000 MT (manual-yearly)

Goods handled: Import -86,000 MT (2011-2012)
Export -633 MT (2011-2012)

Principal imports: Lentil, spice, fish, wood, shoe, bamboo, leather, umbrella, betel nut etc.

Principal exports: Cement, readymade garments, potato, egg, hair, aluminium products, plastic goods etc.

8. **Bibirbazar Land Port**

Bangladesh side: Sadar Upazila, Comilla

Indian side: Srimantapur, Sunamura, Agartala, Tripura

Operator (on BOT basis):Shefferd Comilla Land Port Ltd.

Date of operation: April 23, 2009

Date of signing

Concession Agreement : October 09, 2005

Commercial Operation

Date (COD): August 29, 2010

Royalty from operator: Fixed: Tk. 6.65 lakh/per annum (from 3rd anniversary of COD)
Variable: 15.01% of gross revenue income

Storage capacity: 500 MT

Land area: 10.00 Acre

Infrastructure: Warehouse-1, Open stack yard-1, Administrative building, Barrack house, Lighting, labour shed, boundary wall etc.

Handling capacity: 0.5 mln MT (manual-yearly)

Goods handled: Import – nil (2011-2012)
Export –125,000 MT (2011-2012)

SOP: Under the Standard Operating Procedure (SOP) signed between two countries, loaded trucks of both the countries are allowed to unload goods crossing the zero line.

Principal imports: Spices, sanitary ware, leather, machinery, fabric, fruit etc.

Principal exports: Crashed stone, cement, drinks, PVC, furniture, knit fabrics, plastic door, ceramic tiles, cotton sharee, plastic goods etc.

9. **Birol Land Port**

Bangladesh side: Birol, Dinajpur

Indian side: Radhikapur (Goura), West Bengal

Operator (on BOT basis):Birol Land Port Ltd.

Date of signing of

Concession Agreement

with the Operator: October 22, 2006

Land area: 17.54 Acre

Date of land handed over: October 22, 2006

Royalty from operator: Fixed: Tk. 5.00 lakh/per annum (from 3rd anniversary of COD)
Variable: 7.77% of gross revenue income

Infrastructure: No infrastructure

Present status: Port development activities yet to be started by the port operator as there is no railway and road communication facilities. About 3.5 km road link is needed to be constructed for functioning of the land port.

10. Bhomra Land Port

Bangladesh side: Sadar Upazila, Satkhira
Indian side: Gojadanga, 24-Parganas, West Bengal
Operator: Bangladesh Land Port Authority
Date of operation: yet to start
Total land area: 15.7298 Acre
Infrastructure: The development works of the port are going on in full swing under a development project costing Tk. 190.00 million which is expected to be completed by June, 2013.
Current status: Presently imports and exports are done through Land Customs Station (LCS) on transshipment basis. The authority is very much optimistic about the port operation after development activities.

11. Nakugaon Land Port

Bangladesh side: Nalitabari, Sherpur
Indian side: Dalu, Barangapara, Meghalaya
Operator: Bangladesh Land Port Authority
Date of operation: yet to start
Land area: 13.46 Acre
Infrastructure: The development works of the port are going on in full swing under a development project costing Tk. 156.8 million which is expected to be completed by June, 2013.
Current status: Presently imports and exports are done through Land Customs Station (LCS) on transshipment basis. The authority is very much optimistic about port operation after development activities of the port.

12. Tamabil Land Port

Bangladesh side: Gowinghat, Sylhet
Indian side: Dauki, Shillong, Meghalaya
Operator: Bangladesh Land Port Authority
Date of operation: yet to start
Land area: 14.72 Acre
Infrastructure: There is no infrastructure as the port authority has taken possession of the land recently after a long legal battle, with the land owners. A development project is underway to construct necessary infrastructure to make the port operational.
Current status: Presently imports and exports are done through Land Customs Station (LCS) on transshipment basis.

13. Darshana Land Port

Bangladesh side: Damurhuda, Chuadanga
Indian side: Gede, Krishnanagar, West Bengal
Operator: Bangladesh Land Port Authority
Date of operation: yet to start
Infrastructure: No infrastructure. Step has not been taken to develop infrastructure as there is no road link with the port. It seems that it is not feasible to make it operational. A waiting for a final decision.

- Current status: Presently the imports and exports are done through Land Customs Station (LCS) by railway.
- 14. Belonia Land Port**
- Bangladesh side: Feni
 Indian side: Belonia, Tripura
 Operator: Bangladesh Land Port Authority
 Land area: 7.42 Acre (acquisition is under process)
 Date of operation: yet to start
 Infrastructure: No infrastructure. Steps will be taken to develop infrastructure as soon as the possession of the land will be handed over to the port authority after necessary formalities as regard to acquisition.
- Current status: Presently imports and exports are done through Land Customs Station.
- 15. Gobrakura and Koroitali Land Port**
- Bangladesh side: Haluaghat, Mymensingh
 Indian side: Gachhuapara, Tura, Meghalaya
 Operator: Bangladesh Land Port Authority
 Land area: Gobrakura: 22.395 Acre (acquisition is under process)
 Koroitali: 14.73 Acre
- Date of operation: yet to start
 Infrastructure: No infrastructure. Steps will be taken to develop infrastructure as soon as the possession of the land is handed over to the port authority after necessary formalities as regard to acquisition.
- Current status: Presently the imports and exports are done through Land Customs Station.
- 16. Ramgarh Land Port**
- Bangladesh side: Ramgarh, Khagrachhari
 Indian side: Sabroom, Tripura
 Operator: Bangladesh Land Port Authority
 Land area: Acquisition of 10.24 Acres of land is under process
 Date of operation: yet to start
 Infrastructure: No infrastructure. Steps will be taken to develop infrastructure as soon as the possession of the land will be handed over to the port authority after all necessary formalities as regard to acquisition.
- Current status: The Indian authority yet to finalize the site for construction of bridge over the river Feni to connect Ramgarh Land Port. The Bangladesh authority is in close touch with the Indian authority in this matter.
- 17. Sonahat Land Port**
- Bangladesh side: Bhurungamari, Kurigram
 Indian side: Sonahat, Dhubri, Assam
 Operator: Bangladesh Land Port Authority
 Land area: Acquisition of 14.68 Acres of land is under process
 Date of operation: yet to start

- Infrastructure: No infrastructure. Steps will be taken to develop infrastructure as soon as the possession of the land will be handed over to the port authority after all necessary formalities as regard to acquisition.
- Current status: The LC station has just been declared as land port on October 25, 2012. The import and export activities have been halted by the Customs authority since long. Step is taken to lift the ban on import and export through this port.
- 18. Tegamukh Land Port**
- Bangladesh side: Tegamukh, Barkal, Rangamati
 Indian side: Demagri, Mizoram
 Operator: Bangladesh Land Port Authority
 Land area: Acquisition of land is under process
 Date of operation: Yet to start
 Infrastructure: No infrastructure. Steps will be taken to develop infrastructure after completing all necessary formalities with regard to land acquisition.
 Current status: The LC station has just been declared as land port on 30/06/2013. The import and export activities are halted by the Customs authority since long. Step is taken to lift the ban on import and export through this port.
- 19. Chilahati Land Port**
- Bangladesh side: Chilahati, Domar, Nilphamari
 Indian side: Holdibari, Cooch Behar, West Bengal
 Operator: Bangladesh Land Port Authority
 Land area: Acquisition of land is under process
 Date of operation: Yet to start
 Infrastructure: No infrastructure. Steps will be taken to develop infrastructure after completing all necessary formalities with regard to land acquisition.
 Current status: The LC station has just been declared as land port on 28/07/2013. The import and export activities are halted by the Customs authority since long. Step is taken to lift the ban on import and export through this port.
- 20. Daulatganj Land Port**
- Bangladesh side: Daulatganj, Jibon Nagar, Chuadanga
 Indian side: Mazdia, Nadia, West Bengal
 Operator: Bangladesh Land Port Authority
 Land area: Acquisition of land is under process
 Date of operation: Yet to start
 Infrastructure: No infrastructure. Steps will be taken to develop infrastructure after completing all necessary formalities with regard to land acquisition.
 Current status: The LC station has just been declared as land port on 31/07/2013. The import and export activities are halted by the Customs authority since long. Step is taken to lift the ban on import and export through this port.