

Bangladesh Land Port Authority

OVERVIEW

Bangladesh Land Port Authority (Bangladesh Sthala Bandar Kartripaksha-BSBK) came into being under Bangladesh Sthala Bandar Kartipaksha Act, 2001 (Act 20 of 2001) to make Import and Export between Bangladesh and neighbouring countries easier and better. Since inception Bangladesh Land port Authority started functioning under the control of Ministry of Shipping. So far 20 Land Customs Stations have been declared as Land Port. Of the declared land ports, fourteen land ports are under the management of BSBK and the rest six land ports have been placed to the private port operators under BOT. The following are all the twenty land ports under the control of Bangladesh Sthala Bandar Kartripaksha (BSBK):

1. Benapole, Jessore
2. Burimari, Lalmonirhat
3. Akhaura, Bhahmanbaria
4. Bhomra, Satkhira
5. Nakugaon, Sherpur
6. Bilonia, Feni
7. Tamabil, Sylhet
8. Ramgarh, Khagrachhari
9. Gobrakura- Karaitoli, Mymensingh
10. Sonahat, Kurigram
11. Tegamukh, Rangamati
12. Chilahati, Nilphamari
13. Daulatganj, Chuadanga
14. Darshana, Chuadanga
15. Dhanuakamalpur
16. Sheola
17. Sonamasjid, Chapai Nawabgonj
18. Hilli, Dinajpur
19. Teknaf, Cox'sbazar
20. Bibirbazar, Comilla
21. Banglabandha, Panchagarh
22. Birol, Dinajpur

The vision, mission and activities of this Authority are as follows:

Vision: Facilitating export-import through land route.

Mission: Infrastructure development, efficient cargo handling, improvement of storage facilities, fostering public-private partnership for effective and better service delivery.

Activities:

- (1) Formulating policy for development, management expansion, operation and maintenance of all land ports;
- (2) Engaging operators for receiving, maintaining and dispatching cargoes at land ports;
- (3) Preparing Schedule of tariffs, tolls, rates and fees chargeable to the port users having prior approval of the government;
- (4) Executing contracts with any person to fulfill the objectives of the Act.

Facilities Available at Land Ports

| Facilities | Name of the Land Ports | | | | | | | | | |
|-----------------------------|------------------------|----------|---------|---------|------------|-----------|--------------|------------|---------|-----------|
| | Benapole | Burimari | Bhomra | Akhaura | Sonamasjid | Hili | Banglabandha | Bibirbazar | Teknaf | Total |
| No. of Sheds | 41 | 2 | 2 | 1 | 5 | 4 | 1 | 1 | 3 | 60 |
| No. of Yard | 5 | 3 | 1 | 2 | 4 | 3 | 2 | 1 | 3 | 24 |
| Storage Capacity (MT) | 40'000 | 2,000 | 1,600 | 200 | 1,000 | 2,000 | 500 | 500 | 1,000 | 48'800 |
| No. of labour | 2,000 | 800 | 1,800 | 200 | 800 | 600 | 300 | 100 | 500 | 7,100 |
| No. of Equipments | 16 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 1 | 25 |
| Handling Capacity (MT/Year) | 2,000,000 | 500,000 | 500,000 | 500,000 | 2,000,000 | 1,000,000 | 500,000 | 500,000 | 300,000 | 7,800,000 |
| No. of Weighbridge Scale | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 11 |

Facilities Available At A Glance (All Ports)

1. No. of Sheds/Warehouses : 60
2. No. of Yards : 24
3. Storage Capacity (MT) : 48,800
4. No. of labours : 7,100
5. No. of Equipments : 25 (Forklift & Crane)
6. Handling Capacity (MT/Yearly) : 7,800,000
7. No. of Weighbridge Scales : 11

The last five years port-wise imports and exports are as follows:

(Metric Ton)

| Financial year | Import/Export | Name of the Land Ports | | | | | | | | | |
|----------------|---------------|------------------------|------------|---------|-----------|------------|---------|---------|------------|--------------|-----------|
| | | Benapole | Burimari | Akhaura | Bhomra | Sonamasjid | Hili | Teknaf | Bibirbazar | Banglabandha | Total |
| 2007-08 | Import | 1,422,762 | 313,423 | 12 | - | 982,956 | 289,977 | 146,712 | 109 | 0 | 3,155,951 |
| | Export | 234,472 | 85,027 | 298,700 | - | 0 | 15,473 | 8,175 | 56,764 | 0 | 698,611 |
| 2008-09 | Import | 872,819 | 281,671 | 680 | - | 820,645 | 385,600 | 149,968 | 39 | 0 | 2,511,422 |
| | Export | 470,332 | 40,309 | 322,800 | - | 0 | 12,705 | 7,170 | 61,323 | 0 | 914,639 |
| 2009-10 | Import | 1,148,468 | 299,222 | 557 | - | 876,295 | 410,391 | 99,039 | 31 | 0 | 2,834,003 |
| | Export | 286,700 | 146,831 | 442,965 | - | 0 | 11,940 | 11,731 | 48,236 | 0 | 948,403 |
| 2010-11 | Import | 1,147,972 | 396,333 | 335 | - | 1,401,586 | 400,833 | 92,538 | 15 | 99,639 | 3,539,251 |
| | Export | 371,798 | 73,210 | 546,523 | - | 0 | 43,296 | 8,810 | 88,200 | 12,442 | 1,144,279 |
| 2011-12 | Import | 1,221,470 | 357,539 | 172 | 792,849 | 1,401,922 | 603,204 | 85,519 | 0 | 168,727 | 3,838,553 |
| | Export | 464,040 | 0 | 575,550 | 8,320 | 0 | 10,721 | 633 | 125,431 | 4,553 | 1,180,928 |
| 2012-13 | Import | 1,124,126 | 22,721,934 | 60 | 941,775 | 1,563,717 | 85,3379 | 66,352 | 0 | 214,268 | 4,990,899 |
| | Export | 562,615 | 0 | 327,380 | 35,129 | 0 | 18,691 | 8,390 | 124,689 | 40,790 | 1,162,687 |
| 2013-14 | Import | 1,252,250 | 935,141 | 251 | 1,458,413 | 1,746,993 | 851,759 | 105,755 | 24 | 515,700 | 6,866,286 |
| | Export | 300,274 | | 278,377 | 44,299 | | 23,870 | 6,504 | 63,596 | 14,513 | 731,433 |
| 2014-15 | Import | 1,379,350 | 1,212,523 | 60 | 1,809,226 | 1,672,178 | 910,916 | 70,425 | 28 | 671,463 | 7,727,804 |
| | Export | 233,303 | | 635,547 | 58,076 | 7,190 | 9,104 | 7,228 | 113,768 | 54,858 | 1,119,074 |

Land Ports-at a glance

Operated by BLPA

1. Benapole Land Port

| | |
|----------------------|---|
| Bangladesh side: | Benapole, Sharsha, Jessore |
| Indian side: | Petrapole, Bongaon, 24-Parganas, West Bengal, India |
| Operator: | Bangladesh Land Port Authority |
| Date of declaration: | 12/01/2002 |
| 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 (under construction) International Bus Terminal (under construction) Administrative and residential buildings, fire brigade, standby power generator, Observation towers, Lighting and water supply & sewerage system in operational areas, Security posts, Boundary wall |
| Manpower: | Administrative personnel 160 Security personnel 263 Handling labour (manual) 2,000 |
| 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) |
| Principal Imports: | Cotton, chemical, motor car, motor cycle, tyre-tube, machinery & spare parts, food grains, fish, spices, sugar, egg, aluminum, refrigerator, paper etc. |
| Principal exports: | Jute & jute goods, fish, soap, plastic goods, battery, construction materials etc. |
| Problems: | On an average daily 200-250 Nos. of trucks carrying export goods are assembled at Benapole Land Port under Jessore District. But generally 100-150 Nos. of trucks are cleared by the Indian side leaving the rest trucks tail backed at our end. This causes heavy traffic congestion at the port area. Except this, 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, India |
| Operator: | Bangladesh Land Port Authority |
| Date of declaration: | 12/01/2002 |
| 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 buildings, 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) 800 |
| Handling capacity: | 0.50 mln MT (manual-yearly) |
| 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, Brahmbaria |
| Indian side: | Ramnagar, Agartala, Tripura, India |
| Operator: | Bangladesh Land Port Authority |
| Date of declaration: | 12/01/2002 |
| 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: | 500,000 MT (manual-yearly) |
| 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 are being checked at Shillong causing undue 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. Bhomra Land Port

| | |
|----------------------|--|
| Bangladesh side: | Sadar Upazila, Satkhira |
| Indian side: | Gojadanga, 24-Parganas, West Bengal, India |
| Operator: | Bangladesh Land Port Authority |
| Date of declaration: | 12/01/2002 |
| Date of operation: | 19 May, 2013 |
| Total land area: | 15.72 Acre |
| | Handling labour (manual): 1,800 Persons |
| Infrastructure: | The development works of the port has been completed under a development project of costing Tk. 2085.00 lakh under ADP. The present structures are: Warehouses-2, Transshipment Shed-1, Open stack yard-2, Transshipment yard-1, Weighbridge-1 (100 (MT), Standby power generator, Administrative building, Barrack, Lighting, Security posts, Observation tower, Boundary wall, Drainage etc. Considering the demand, another project for expansion of the port for Tk. 27600.00 lakh is under process. |
| Current status: | Presently the imports and exports are done through on transshipment basis. The authority is very much optimistic that with the increase of volume of trade the importers avail the storage facilities available at the port. |

5. Nakugaon Land Port

| | |
|----------------------|--|
| Bangladesh side: | Nalitabari, Sherpur |
| Indian side: | Dalu, Barangapara, Meghalaya, India |
| Operator: | Bangladesh Land Port Authority |
| Date of declaration: | 30/09/2010 |
| Date of operation: | 18/06/2015 |
| Land area: | 13.46 Acre |
| Infrastructure: | The development works of the port has been completed recently under a development project costing Tk. 156.8 mln under ADP. |
| Current status: | The port has started its operation from 18 th June 2015. |

6. Tamabil Land Port

| | |
|----------------------|--|
| Bangladesh side: | Gowinghat, Sylhet |
| Indian side: | Dauki, Shillong, Meghalaya, India |
| Operator: | Bangladesh Land Port Authority |
| Date of declaration: | 12/01/2002 |
| Date of operation: | Yet to start |
| Land area: | 14.72 Acre |
| Infrastructure: | There is no infrastructure at the port site. The possession of the land has been handed over the port authority recently but the same is not sufficient to cope with the demand. Acquisition of additional land is under process. A development project is under process of its approval by the competent authority. |
| Current status: | Presently the imports and exports are done through Land Customs Station (LCS) on transshipment basis. |

Darshana Land Port

Bangladesh side: Damurhuda, Chuadanga
Indian side: Gede, Krishnanagar, West Benga, India
Operator: Bangladesh Land Port Authority
Date of declaration: 12/01/2002
Date of operation: Yet to start
Infrastructure: No infrastructure. Step has not been taken to develop infrastructure as there is no road linkage with the port and hence seems to be not feasible to make it operational. Final decision is awaited.
Current status: Presently the imports and exports are done through Land Customs Station (LCS) by railway.

7. Belonia Land Port

Bangladesh side: Belonia, Feni
Indian side: Belonia, Tripura, India
Operator: Bangladesh Land Port Authority
Date of declaration: 23/02/2009
Land area: 7.88 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 the land is handed over to the port authority after completing all necessary formalities with regard to the acquisition.
Current status: Presently the imports and exports are done through Land Customs Station.

8. Gobrakura-Karaitali Land Port

Bangladesh side: Haluaghat, Mymensingh
Indian side: Gachhuapara, Tura, Meghalaya, India
Operator: Bangladesh Land Port Authority
Date of declaration: 14/06/2010
Land area: a) Gobrakura: 10.00 Acre (acquisition is under process)
b) Karaitali: 14.73 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 the land is handed over to the port authority after completing all necessary formalities with regard to the acquisition.
Current status: Presently the imports and exports are done through Land Customs Station.

9. Ramgarh Land Port

Bangladesh side: Ramgarh, Khagrachhari
Indian side: Sabroom, Tripura, India
Operator: Bangladesh Land Port Authority
Date of declaration: 07/11/2010
Land area: Acquisition of land is under process
Date of operation: Yet to start
Infrastructure: No infrastructures as yet. Steps will be taken to develop infrastructure as soon as the possession the land is handed over to the port authority after completing all necessary formalities with regard to the 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 side in the matter.

10. Sonahat Land Port

Bangladesh side: Bhurungamari, Kurigram
Indian side: Sonahat, Dhubri, Assam, India
Operator: Bangladesh Land Port Authority
Date of declaration: 25/10/2012
Land area: Acquisition of land is under process
Date of operation: Yet to start
Infrastructure: No infrastructure has been built has yet. A development project costing Tk. 42.59 crore is under process of approval.
Current status: The LC station was declared as land port on October 25, 2012.

11. Tegamukh Land Port

Bangladesh side: Tegamukh, Barkal, Rangamati
Indian side: Demagri, Mizoram, India
Operator: Bangladesh Land Port Authority
Date of declaration: 30/06/2013
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.

12. Chilahati Land Port

Bangladesh side: Chilahati, Domar, Nilphamari
Indian side: Holdibari, Cooch Behar, West Bengal, India
Operator: Bangladesh Land Port Authority
Date of declaration: 28/07/2013
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.

13. Daulatganj Land Port

Bangladesh side: Daulatganj, Jibon Nagar, Chuadanga
Indian side: Mazdia, Nadia, West Bengal, India
Operator: Bangladesh Land Port Authority
Date of declaration: 31/07/2013
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.

14. Dhanuakamalpur Land Port

| | |
|----------------------|--|
| Bangladesh side: | Bokshigonj, Jamalpur |
| Indian side: | Mohendragonj, Ampoti, Meghalaya, India |
| Operator: | Bangladesh Land Port Authority |
| Date of declaration: | 21/05/2015 |
| 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: | Presently the imports and exports are done through Land Customs Station. |

15. Sheola Land Port

| | |
|----------------------|--|
| Bangladesh side: | Sheola, Bianibazar, Sylhet |
| Indian side: | Sutarkandi, Karimganj, Assam |
| Operator: | Bangladesh Land Port Authority |
| Date of declaration: | 30/06/2015 |
| 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: | Presently the imports and exports are done through Land Customs Station. |

Operated under BOT

1. Sonamasjid Land Port

Bangladesh side: Shibganj, Chapai Nawabganj
Indian side: Mahadipur, Maldah, West Bengal, India
Operator (on BOT basis): Panama Sonamosjid Port Link Ltd.
Date of declaration: 12/01/2002
Date of operation: December 27, 2006
Date of signing of
Concession Agreement
with the Operator: October 09, 2005
Commercial Operation
Date (COD): May 20, 2010
Royalty from operator: Fixed: Tk. 30,00 lakh
Variable: 49% of gross revenue income
Storage capacity: 1,000 MT
Land area: 19.13 Acre
Infrastructure: Warehouse-5, Open stack yard-2, Transshipment yard-2, Weigh bridge-2 (100 (MT), Standby power generator, Administrative building, dormitory, Standby power generator, Lighting, Security posts, Observation tower, Boundary wall etc.
Handling capacity: 2.0 mln MT (manual-yearly)
Principal imports: Rice, Wheat, Onion, Fruits, Fly ash etc.
Principal exports: Jute & Jute goods, Cement, Battery, etc.
Problems: There is ample opportunity of exporting agri-products through Sonamosjid Land Port. But due to absence of quarantine facilities at the Indian side, Bangladeshi exporters face difficulties in exporting agri-products.

2. Hili Land Port

Bangladesh side: Hili, Hakimpur, Dinajpur
Indian side: Hili, South Dinajpur, West Bengal, India
Operator (on BOT basis): Panama Hili Port Link Ltd.
Date of declaration: 12/01/2002
Date of operation: November 26, 2007
Date of signing of
Concession Agreement
with the Operator: October 09, 2005
Commercial Operation
Date (COD): January 01, 2012
Royalty from operator: Fixed: Tk. 14.25 lakh/per annum (from 3rd anniversary of COD)
Variable: 49% of gross revenue income
Storage capacity: 2,000 MT
Land area: 10.00 Acre
Infrastructure: Warehouse-4, Open stack yard-1, Transshipment yard-1, Truck terminal-1, Weigh bridge-1, Standby power generator, Administrative building, Standby power generator, Lighting, Security posts, Observation tower, Boundary wall etc.
Handling capacity: 1.00 mln MT (manual-yearly)
Principal imports: Rice, Wheat, Onion, Fruits, Fish, Maize etc.
Principal exports: Molases, Cement, Battery, etc.

3. Banglabandha Land Port

Bangladesh side: Tetulia, Panchagarh
Indian side: Fulbari, Jalpaiguri, West Bengal, India
Operator (on BOT basis): Banglabandha Land Port Ltd.
Date of declaration: 12/01/2002
Date of signing of
Concession Agreement
with the Operator: October 09, 2005
Partial Commercial
Operation Date (PCOD): January 22, 2011
Commercial
Operation Date (COD): January 01, 2014
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)
Principal imports: Imported items are 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, the loaded trucks of both countries are allowed to unload goods crossing the zero line.
Problem: There is no immigration through this port, although all necessary facilities are available at this end.
It will be very helpful for the travelers of both countries, if the immigration facilities are provided at this point from both sides.

4. Teknaf Land Port

Bangladesh side: Teknaf, Cox's Bazar
Myanmar side: Mungdu, Myanmar
Operator (on BOT basis): United Land Port Teknaf Ltd.
Date of declaration: 12/01/2002
Date of operation: November 01, 2006
Date of signing of
Concession Agreement
with the Operator: 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)
Principal imports: Lentil, spice, fish, wood, shoe, bamboo, leather, umbrella, betel nut etc.
Principal exports: Cement, readymade garments, potato, egg, hair, aluminum products, plastic goods etc.

Problems: The tourist ships plying to and from Teknaf and St. Martin using the own built jetties instead of the jetty constructed by the Port for this purpose. This ultimately deprives the Port and government from its due revenue. The DC Cox's Bazar may direct the ship operators to use the passenger jetty of the Teknaf port.

5. 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 declaration: 18/11/2002
Date of operation: April 23, 2009
Date of signing of Concession Agreement with the Operator: 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)
SOP: Under the Standard Operating Procedure (SOP) signed between two countries, the loaded trucks of both 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.

6. Birol Land Port

Bangladesh side: Birol, Dinajpur
Indian side: Radhikapur (Goura), West Bengal, India
Operator (on BOT basis): Birol Land Port Ltd.
Date of declaration: 12/01/2002
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 not yet started by the port operator as there is no railway and road communication facility. About 3.5 km road link is needed to be constructed for functioning of the land port.

Proposed Land Ports

16. Mujibnagar Land Customs Station

Bangladesh side: Mujibnagar, Meherpur

Indian side: Hridoypur, Chapra, Nadia, West Bengal

Current status: The National Board of Revenue (NBR) has declared it (erstwhile Baidyanathtala) as LC station through a notification of 11 June, 2009. But the LC Station could not start its operation due to imposition of ban by NBR on import and export of some specific goods through this gateway. However, recently NBR has been requested to lift the said ban and take up the matter with the Indian side to establish LC Station at their side. BLPA will go ahead to declare the same as land port and take steps to acquire land and development project for constructing infrastructure facilities with a view to start operation as a full fledged port.

17. Pragpur Land Customs Station

Bangladesh side: Daulatpur, Kushtia

Indian side: Shikarpur, Karimpur, South Dinajpur

Current status: Presently there is no Land Customs Station (LCS) at this point NBR has been requested to check the feasibility of opening LCS at Pragpur. If NBR agrees to open LCS at this point and issue SRO to this effect, BLPA will go ahead to declare the same as land port and take steps to acquire land and development project for constructing infrastructure facilities with a view to start operation of the port.

Development Activities

On going Project:

| Sl. No. | Project Name | Implementation Period | Project Cost (In Lakh Taka) | Progress (%) / (In Lakh Taka) upto June'13 | Current year allocation (In Lakh Taka) | Current year progress (In Lakh Taka) |
|---------|---|------------------------|-----------------------------|--|--|--------------------------------------|
| 1. | Development of Bhomra Land Port (1 st Revised) | November'10 to June'14 | 2085.65 | 74.31% (1549.83) | 350.00 | 128.90 |
| 2. | Development of Nakugaon Land Port (1 st Revised) | July'11 to June'14 | 1676.51 | 62.63% (1050.00) | 600.00 | 219.29 |
| 3. | SASEC Road Connectivity Project: Improvement of Benapole & Burimari Land Port | July'13 to December'16 | 16803.70 | - | - | - |

Proposed Projects:

| Sl. No. | Project Name | Implementation Period | Project Cost (In Lakh Tk.) | Present Status |
|---------|---|-----------------------|----------------------------|---|
| 1. | Development of Tamabil Land Port | July'14 to June'16 | 4877.59 | The Project is now in under approval process at Planning Commission |
| 2. | Development of Sonahat Land Port | July'14 to June'16 | 4259.00 | do |
| 3. | Development of Gobrakura Land Port | July'14 to June'16 | 3400.00 | do |
| 4. | Development of Bhomra Land Port (2 nd Phase) | July'14 to June'18 | 27646.55 | The Project is now in under approval process. |

Nakugaon Land Port

Bangladesh side: Nalitabari, Sherpur

Indian side: Dalu, Barangapara, Meghalaya, India

Operator: Bangladesh Land Port Authority

Date of declaration: 30/09/2010

Date of operation: Yet to start

Land area: 10.55 Acre

Infrastructure: The development works of the port has been completed recently under a development project costing Tk. 156.8 mln under ADP.

Current status: Presently the imports and exports are done through Land Customs Station (LCS) on transshipment basis. The port has been set to start its operation from 18th June 2015.

