Multimodal Transport System in Bangladesh-Bhutan-India-Nepal (BBIN) subregion

A presentation by Railway Board, Ministry of Railways.

22.11.2023
### Existing connectivity between India and Bangladesh

<table>
<thead>
<tr>
<th>S.N</th>
<th>Indian side (District/ State, Division/Railway)</th>
<th>Bangladesh side</th>
<th>Average number of trains interchanged per month from India to Bangladesh (April-Mar’ 23)</th>
</tr>
</thead>
<tbody>
<tr>
<td>01.</td>
<td>Gede (Nadia/West Bengal, Sealdah/Eastern Railway)</td>
<td>Darsana</td>
<td>49</td>
</tr>
<tr>
<td>02.</td>
<td>Petrapole (North 24 Parganas/West Bengal, Sealdah/Eastern Railway)</td>
<td>Benapole</td>
<td>23</td>
</tr>
<tr>
<td>03</td>
<td>Singhabad (Malda/West Bengal, Katihar/N.F. Railway)</td>
<td>Rohanpur</td>
<td>21</td>
</tr>
<tr>
<td>04</td>
<td>Radhikapur (Uttar Dinajpur/West Bengal, Katihar/N.F. Railway)</td>
<td>Birol</td>
<td>10</td>
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<tr>
<td>05.</td>
<td>Haldibari (Cooch Behar/West Bengal, Katihar/N.F.Railway)</td>
<td>Chilahati</td>
<td>3</td>
</tr>
</tbody>
</table>
1) Petrapole (IND) – Benapole (BAN)
2) Gede (IND) – Darsana (BAN)
3) Singhbad (IND) – Rohanpur (BAN)
4) Radhikapur (IND) – Biral (BAN)
5) Haldibari (IND) – Chilahati (BAN)
6) Mahisasan (IND) – Zero Point
7) Agartala (IND) – Akhaura (BAN)
8) Balurghat (IND) – Hili (IND)
9) Khulna (BAN) – Mongla Port (BAN)
10) Belonia (IND) – Feni (BAN)
11) Bogura (BAN) – Sirajganj (BAN)
New Lines between India and Bangladesh (Ongoing)
India-Bangladesh
Mahisasan-Zero Point
2.7 Kms
1. Mahisasan (India) – Zero Point (Bangladesh)

- Length : 2.7 Km
- Anticipated Cost : Rs. 39 Cr.
- Executing Agency : Construction Unit, NFR

BG Track on the Indian side is existing up to Mahisasan only and is to be extended to Zero Point (Bangladesh).

**Status: TDC - December 2023**

Earthwork, Blanketing & track linking in Indian part completed. 6 out of 7 minor bridges completed. Construction of formation, 1 minor bridge and track linking work for about 170m length in no man’s land is pending for permission. Physical Progress :- 85 %; Financial :- 40%.
LEGEND
- Existing Connectivity
- Work in Progress
- Survey in Progress
- Existing Track in India

India-Bangladesh
Agartala-Akhaura
12.24 Kms
2. Agartala (India) – Akhaura (Bangladesh)

Length: 12.24 Km (5.46 km Indian portion)
Anticipated Cost: Rs. 862.34 Cr. (Indian Portion)
Exp upto Aug’ 23: Rs. 805 Cr.
Executing Agency: M/s IRCON through NFR (Indian portion)
Benefits: Facilitates connectivity of NE states
LOA: Dec’ 2016

Status of Indian Side:

- Agartala (India) – Akhaura (Bangladesh) New Line is 12.24 Km long, out which Indian portion is 5.46 Km.
- Bangladesh portion is being funded by MEA, Govt. of India and funding of Indian portion by Ministry of DoNER.
- The sanction cost of work is Rs. 862.34 crore (Jan 2023).
- Revised Estimate of Rs. 862.34 crore submitted to DoNER in Jan 2023.
- MoR has released approx Rs 153 Cr on behalf of DoNER after it communicated so in May 2023.
Target Date of Completion:
- **Nischintapur Yard** (2.32 Km): completed in 2021; will be commissioned with the Bangladesh portion of the project which is under progress.

Status of **Agartala-Akhaura (Bangladesh side)**:
- Funding: MEA is funding Bangladesh side project through Grant.
- IRCON is working as a **PMC** appointed by BR.
- Contactor is M/s Texmaco Rail and Engineering Pvt. Ltd. appointed by Bangladesh Railway.
- Contract value is of 240.90 Cr BDT

**Target Date of Completion:**
- Work is in progress.
- **TDC- Dec. 2023**
Importance

• Currently, the rail route between Agartala to Kolkata is around 1600 Kms and takes around 38 Hours. The link shall provide additional connectivity between India and Bangladesh and encourage trade between the two nations.

Upon completion of Project, distance between Agartala to Kolkata can be reduced to around 500 Km (in about 16 Hours). Distance saving is 1100 KM and time saving is 22 Hrs.

• In addition, this rail link will also provide a Direct Access between landlocked North- eastern part of India to Chittagong Port of Bangladesh.

• This will also serve as a strategic route to counter the (Chicken Neck) corridor of Siliguri.

• Nischintpur Yard will have both meter and broad gauge lines. The goods will be transported on BG line from Indian side and will be shifted to MG line.
India-Bangladesh

Balanurghat- Hili

29 Kms
3. Balurghat (INDIA) - Hilli (INDIA)

Length : 29 Km
Anticipated Cost : Rs. 750 Cr. (*with electrification*)
State : West Bengal
Executing Agency : NFR
Expenditure till date : 328 Cr.

Status:
- De-freezing of project on 08.03.2022
- TDC: 1.5 Years after Land Acquisition and award of contract. Land acquisition papers submitted to State Government (WB) on 01.06.22. **20E issued.**
- 4 major bridges out of 10 and 1 station building out of 4 have been completed.
- 90% land yet to be received.
India-Bangladesh
Khulna- Mongla Port
65 Kms
4. Khulna – Mongla Port New Line of Bangladesh Railways

- Funding: Line of Credit, Exim bank of India (Cost – Rs 1149.89 Cr, Revised to Rs 1444.57 Cr, expected to be Rs 1511.04 Crs).
- Total Route Length: 65 km
- Executing Agency: IRCON (Contract awarded by BR on 20.10.2015)
- Construction of Embankment, Track, Civil Works, Bridges etc
- Physical progress: 93.65%.
- Financial progress: 89.18%

Importance:- This Project will connect the port of Mongla in Bangladesh to Railway Network of Bangladesh. The port is 2nd largest in Bangladesh. This will reduce congestion at Chittagong port.
Surveys in Bangladesh
India-Bangladesh Belonia- Feni 2.92 Kms
1. **Belonia (India) – Feni (Bangladesh) New Line Survey**

- Sanctioned for connectivity to Chittagong Port. However, the scope of survey has been limited to Belonia (India) to Bangladesh border only as Bangladesh Railway has already carried out a feasibility study from Feni upto border of Bangladesh.
- RET survey of Belonia (India) to Bangladesh border has been completed by Northeast Frontier Railway.
- Length of line (Indian portion) is **2.92 Km** with approx cost as **Rs. 57.32 crore**.
- Survey report was submitted to MEA on 22.03.2021.
- An OM dated 23.11.2022 has been sent to MEA to communicate further decision with the request that funding of Indian portion may be done by MEA.
India-Bangladesh
Bogura-Sirajganj
86 Kms
2. **Bogura (BGC) – Sirajganj (SMA) New Rail Line of Bangladesh Railways**

- DPR (Phase-I) and PMC (Phase-II) of BGC-SMA is being done by M/s RITES through Line of Credit of India (Cost - Rs 37.52 Cr.)
- Total length : 86 km
- TDC : DPR by October 23 and PMC by 2026
- This will reduce the length of Railway route between Bogura to Sirajganj.
Additional Information:

- **Mahasasan Zero Point Project**: In Bangladesh portion from Zero Point to Sahbazpur to Qulera is being done by Texmaco through MEA grant. TDC is 18 months from September’2023.

- **Balurghat Hilli**: revised cost is under preparation will be sent to Board by NFR by 25.09.2023. Rs. 143 Crore land cost is the old cost.
India-Bhutan

Surveys for the Railway connectivity between the following points are under consideration between India and Butan:

➢ Kokrajhar (India)-Gelephu (Bhutan)
➢ Hasimara (India)-Phuentsholing (Bhutan)
➢ Rangia (India) Samdrupjongkhar (Bhutan) via Darranga
➢ Patshala (India) – Nanglam (Bhutan)
➢ Mujnai (India) – Nyoenpaling (Bhutan)
➢ Banarhat (India) – Samtse (Bhutan)
List of Surveys
1. Rangia (India) Samdrupjongkhar (Bhutan) via Darranga (48 Km)
2. Patshala (India) – Nanglam (Bhutan) (51 Km)
3. Kokrajhar (India)-Gelephu (Bhutan) (58 Km)
4. Hasimara (India)-Phuentsholing (Bhutan) (18 Km)
5. Mujnai (India) – Nyoepaling (Bhutan) (36.65 Km)
6. Banarhat (India) – Samtse (Bhutan) (23 Km)
1. **Kokrajhar (India)-Gelephu (Bhutan) (58 Km)**
   Feasibility study sanctioned on 30.05.22 on the advice of MEA (funding by MEA). Survey completed by NFR. Report is under examination in MoR. Cost Rs. 2765.37 Cr. Updated PET Report has been submitted to Railway Board and FLS has been sanction.

2. **Hasimara (India)-Phuentsholing (Bhutan) (18 Km)**
   FLS was sanctioned on 2009-10. FLS could not be carried out due to forest issue and public resistance in West Bengal. West Bengal-14.5 Km, Bhutan–3.58 Km. Funded by MEA and executed by NFR.

3. **Rangia (India) Samdrupjongkhar (Bhutan) via Darranga (48 Km)**
   Feasibility study completed in 2007-08 by M/s RITES and cost updated in 2013-14 (48 Km, Rs. 854.55 Cr., RoR (+) 1.01%). Assam–40.15 Km, Bhutan–7.8 Km. **Funded by MEA.**
4. **Patshala (India) – Nanglam (Bhutan) (51 Km)**

Feasibility study completed in 2007-08 by M/s RITES and cost updated in 2013-14 (51 Km, Rs. 1,031 Cr., RoR (+) 9.88%). Assam–43 Km, Bhutan–8.15 Km. **Funded by MEA.**

5. **Mujnai (India) – Nyoenpaling (Bhutan) (36.65 Km)**

Feasibility study for 36.65 Km line was completed in 2020-21 by M/s RITES and funded by MEA. West Bengal–34.65 km, Bhutan 2.0 Km. Cost Rs 1577.7 Crore, ROR (-) 11.42 %. Survey Report submitted to MEA in Feb’2021. FLS to be sanctioned, if project to be taken forward.

6. **Banarhat (India) – Samtse (Bhutan) (23 Km)**

Feasibility study completed in 2007-08 by M/s RITES and cost updated in 2013-14 (23 Km, Rs. 423 Cr., RoR (-)4%. West Bengal–21.6 Km, Bhutan–1.55 Km. FLS sanctioned on 08.06.2023. Funded by Railway and execution by NFR. Tender opened on 29.09.2023.
India-Nepal
## Existing rail connectivity

<table>
<thead>
<tr>
<th>SN</th>
<th>Indian side</th>
<th>Nepal side</th>
<th>Average number of trains interchanged per month from India to Nepal (April-Dec, 22)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>Raxaul</strong>  (Purba Champaran/ Bihar/Samastipur/East Central Railway)</td>
<td>Birgunj (Sirsiya)</td>
<td>75</td>
</tr>
</tbody>
</table>
| 2  | Jaynagar (Madhubani/ Bihar/ Samastipur/ East Central Railway) | Bijalpura | 3 pairs of DEMU passenger trains run daily - two pairs between Jaynagar-Kurtha (since 03 Apr 22) and one pair between Jaynagar-Bijalpura (since 17 Jul 23).  
  - The operation & maintenance contract for DEMU services was outsourced by Nepal Railway Company Limited (NRCL) to Konkan Rail Corporation Limited (KRCL) till 26 May, 2023; extension of the same is under process. O&M of DEMU services is being continued by KRCL without formal contract to maintain good relations and goodwill.  
  - The condition of tracks, signalling gears and telecom equipment, which is being maintained by NRCL is very poor and MEA has sanctioned its one-time maintenance to avoid any unsafe condition. Board has vetted the estimate and (Rs. 13.03 cr) and advised the implementation modality to MEA on 29 Aug 2023.  
  - NRCL was requested to send manpower for training in Centralised Training Institutes of Indian Railways, so that they are made conversant with the standard of maintenance and operating procedures. Pending with Nepalese side. |
Railway Lines between India-Nepal

1. Jogbani - Biratnagar
2. Jaynagar – Bijalpura
3. Raxaul - Kathmandu
4. Naxalbari – Kakkarbitta
5. Nepalganj Road - Nepalganj
6. Nautanwa – Bhairawa (Siddharthnagar)
7. Kushinagar – Kapilavastu
8. Barhni – Kathmandu
1. Jogbani - Biratnagar
2. Jaynagar – Bijalpura- Bardidas
3. Raxaul - Kathmandu
4. Naxalbari – Kakkarbitta

Railway Lines between India-Nepal

- Jogbani - Biratnagar
- Jaynagar – Bijalpura- Bardidas
- Raxaul - Kathmandu
- Naxalbari – Kakkarbitta

- Existing Connectivity
- Work in Progress
- Survey in Progress
INSAT
Jogbani-Biratnagar

Jogbani – Biratnagar- 18 Kms

Completed
8km
New Lines between India-Nepal

1. New line from Jogbani-Biratnagar *(KIR Division, NFR)*
   - Length : 18 Km *(0.00 to 5.42 in India and 5.42 to 18.60 in Nepal)*
   - Cost : Rs. 401.65 Cr. *(Funding through Grant by MEA)*
   - Exp up to Aug’23 : Rs. 357 Cr.
   - Executing Agency : M/s. IRCON *(On nomination)*
   - LOA : Jan’2011

**Completed:** 8 Km *(Bathnaba- Nepal custom Yard) inaugurated on 01.06.2023*

**Status**
- Progress : 85.73% *(Physical)*, 89% *(Financial)*
- Land of Biratnagar – Nepal station and yard from Km 17.4-18.6 has not been handed over by Govt. of Nepal.

**Issues with Nepal Govt**
- Handing over of encumbrance free land from Km 17.4 to KM 18.60
Importance

- Nepal is a landlocked and mountainous country. The bulk of Nepal’s overland foreign trade is routed through India.
- Imports by roadways are often delayed and expensive as cargo is carried in diesel-guzzling trucks.
- The Indian Railways can carry fertilizers, food grains, agricultural products to Nepal.
Existing Connectivity
Work in Progress
Land Not Available

Jaynagar – Bijalpura- 68.79 Kms
Completed 52 km

INSAT
Jaynagar-Bijalpura

Existing Connectivity
Work in Progress
Land Not Available

Completed 52 km
2. New line from Jaynagar-Bijalpura with extn. to Bardibas (68.79 Km, about 3 Km in India and more than 65 Km in Nepal)

- **Length**: 68.79Km
- **Cost**: Rs. 783 Cr. (Funding by MEA)
- **Exp upto Sep’23**: Rs. 570.7 Cr.
- **Executing Agency**: M/s IRCON (On nomination)
- **LOA**: Oct’ 2011

**Completed**: 52 Km (*Jaynagar-Bijalpura*)

**Status**

- Revised estimate for project costing **Rs. 783 Crore** for upto Bardibas was submitted to MEA in Apr-2021. **Land (65 Ha) from Bijalpura – Bardibas (16 Km) has been handed over by Govt. of Nepal on 07.11.2023.**
- **TDC: Bijalpura - Bardibas (16 Km) – Dec’26**
Importance

- Nepal is a landlocked and mountainous country. The bulk of Nepal’s overland foreign trade is routed through India.
- Imports by roadways are often delayed and expensive as cargo is carried in diesel-guzzling trucks.
- At present the passenger traffic is being carried out.
- With the commissioning of Bardibas good shed, the Indian Railways can carry fertilizers, food grains, agriculture products to Nepal.
Surveys in Nepal
1. **New Line between Raxaul (India) and Kathmandu (Nepal) (136 Km)**
   - FLS sanctioned in 2019-20 as per request of MEA with funding from MEA.
   - **FLS has been completed by KRCL**. Report has been submitted to MEA in Mar’23 and shared with GON since Jun ’23. Funding modality for project not yet decided.
   - The length of proposed line is 140.79 Km.
   - The total cost of Project is Rs. 23,945.33 Crore.
Naxalbari-Kakkarbitta- 16 Kms
2. **New Line Naxalbari (India) – Kakkarbitta (Nepal) (16 Km)**

FLS sanctioned with funding from MEA in 2017-18.

- The length of line is 15.96 Km (5.32 Km in Nepal). The cost of the project was estimated as **Rs. 464.32 Crore** with RoR as (-) 7.81%.
- DPR was prepared and submitted to MEA in November 2018.
- Observations of MEA received in December 2018 which were complied in March 2019 and accordingly DPR was revised. Consolidated final DPR sent to MEA in February 2020.
Nepalganj Road (India) – Nepalganj (Nepal) - 15.75 Kms
3. **New Line Nepalganj Road (India) – Nepalganj (Nepal) (15.75 Km)**

- FLS sanctioned with funding from MEA in 2017-18.
- The length of line is 15.75 Km with 6.25 Km in Nepal. Cost of the project was estimated as **Rs. 650 Crore** and RoR as (+) 0.32%.
New Line Nautanwa (India) – Bhairahawa (Nepal) - 25.14 Km

New Line between Kushinagar (India) – Kapilavastu (Nepal) - 150 km
4. New Line Nautanwa (India) – Bhairahawa (Nepal) (25.14 Km)

• FLS sanctioned with funding from MEA in 2017-18.

• The total length of the line is 25.14 Km (6 Km in Nepal). The cost of the project was estimated as **Rs. 334 Crore** with RoR as (-) 0.55%.

• DPR was prepared and submitted to MEA in July 2018. Observations of MEA received in February 2019. Compliance sent to MEA in January 2020.
Cargo movement from Kolkata Port to Nepal
ENTRY OF PRIVATE TRAIN OPERATORS IN NEPAL TRAFFIC

• ORIGINAL RAIL SERVICE AGREEMENT (RSA) SIGNED IN YR 2004.
• RECENT AMENDMENT IN RSA: ENTRY OF CTOs
• CONCOR IS THE MAIN OPERATOR EARNING GOOD REVENUE.

Issues:

➢ INTENSE COMPETETION BETWEEN OPERATORS
➢ OFFERING OF CREDIT FACILITY W/O BG
➢ IDBR SHOULD FOLLOW FIFO PROCEDURE.
Indo-Nepal Border check-posts.
• Shipping line offers traffic at SMP.
• Rake offered from CTKR to Dock for Loading of containers
• Border crossing of rakes by CONCOR at LCS-RXL.
• Made over to ICD-Birgunj.
• Factory/terminal de-stuffing organized by ICD-Birgunj
• Rake with Empty containers/ export Ld. returned to CTKR / KoPT
• Unloading and delivery of Empty containers in S/L plots at Kolkata
## Border-wise segregation of Traffic: SMP Port-Nepal

<table>
<thead>
<tr>
<th>YEAR</th>
<th>SMP PORT</th>
<th>NEPAL</th>
<th>RAXAUL</th>
<th>Birat Nagar</th>
<th>Bhairava</th>
<th>Naxalbari</th>
<th>Others</th>
<th>TOTAL BY ROAD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TOTAL IMPОРT LD ARV AT KOPT</td>
<td>Concor/ by rail</td>
<td>% by CONCOR on Total Import</td>
<td>other PCTO /by rail</td>
<td>By Road</td>
<td>TOTAL RXL</td>
<td>% share</td>
<td>Birat Nagar</td>
</tr>
<tr>
<td>2018-19</td>
<td>80266</td>
<td>29370</td>
<td>37</td>
<td>0</td>
<td>18947</td>
<td>48317</td>
<td>60</td>
<td>16482</td>
</tr>
<tr>
<td>2019-20</td>
<td>67622</td>
<td>18898</td>
<td>28</td>
<td>0</td>
<td>17965</td>
<td>36863</td>
<td>55</td>
<td>17888</td>
</tr>
<tr>
<td>2020-21</td>
<td>59047</td>
<td>20969</td>
<td>36</td>
<td>0</td>
<td>15706</td>
<td>36675</td>
<td>62</td>
<td>14275</td>
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<tr>
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<td>62947</td>
<td>18026</td>
<td>29</td>
<td>0</td>
<td>2732</td>
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<td>13440</td>
<td>13881</td>
<td>31233</td>
<td>61</td>
<td>11452</td>
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<tr>
<td>2023-24</td>
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<td>1014</td>
<td>4</td>
<td>7238</td>
<td>6892</td>
<td>15144</td>
<td>62</td>
<td>5255</td>
</tr>
<tr>
<td>(upto -Sept )</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
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<tr>
<td>MONTHLY AV</td>
<td>4918</td>
<td>203</td>
<td>4</td>
<td>1448</td>
<td>1378</td>
<td>3029</td>
<td>1051</td>
<td>214</td>
</tr>
</tbody>
</table>

- **TOTAL BY ROAD %**
Way forward:

- EXPLORING FEASIBILITY OF HANDLING CONTAINERS AT INDO-NEPAL BORDER ON INDIAN SIDE (ICP RXL/JAYNAGAR, ETC)
- OFFERING CUSTOMS CLEARANCE, DOOR DELIVERY TO IMPORTER’S PREMISE THROUGH TIE UP WITH CHANNEL PARTNERS
Customs-related Issues (India)

➢ Containerized Traffic is not moving by Rail at Nepal Customs Yard (Biratnagar) as Customs is demanding a Custodian for ICY Jogbani. For Raxaul and Petrpole Customs, officers from the ICPs are observing seal checking formalities and allowing the trains to cross the borders.

➢ Request from CONCOR to Customs authorities to allow the same procedure may be permitted.

➢ ECTS cost of Rs. 3300 per seal for Nepal movement by rail is making the movement costlier compared to road, where the container trucks can move to Nepal without affixing ECTS seals.
India-Bangladesh Trade – at a glance

- Bangladesh is one of the 10 largest export destinations ($9.85 Bn)
- Heavily skewed – Bangladesh's Trade Deficit US$7.35 (7.5 : 2.5)
- Potential - $16Bn. (World Bank Projection)
<table>
<thead>
<tr>
<th>PERIOD</th>
<th>NO OF RAKES</th>
<th>TEUs</th>
<th>Remarks</th>
<th>Export Cargo</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 18-19</td>
<td>1</td>
<td>60</td>
<td>VIA GEDE-DSN</td>
<td>DOC</td>
</tr>
<tr>
<td>FY 20-21</td>
<td>21</td>
<td>1046</td>
<td>VIA PTPL-BEN</td>
<td>FMCG, PADDY SEED, RICE</td>
</tr>
<tr>
<td>FY 21-22</td>
<td>70</td>
<td>4162</td>
<td>VIA PTPL-BEN</td>
<td>Rice, Soda, Ash, Rockwool, Paper, Garments</td>
</tr>
<tr>
<td>FY 22-23</td>
<td>45</td>
<td>2550</td>
<td>VIA PTPL-BEN</td>
<td>Motor parts, Soda Ash, Rockwool</td>
</tr>
<tr>
<td>FY 23-24 (Till Oct)</td>
<td>0</td>
<td>0</td>
<td></td>
<td>Forex crises at Bangladesh, Less L/c is issued by Banks, Exports for essential cargo in piecemeal.</td>
</tr>
</tbody>
</table>
Traffic volume - PTPL land Port  
(started operation since February 2016).

<table>
<thead>
<tr>
<th>FY</th>
<th>Total Cargo Movement (Trucks)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-18</td>
<td>1,46,341</td>
</tr>
<tr>
<td>2018-19</td>
<td>1,63,555</td>
</tr>
<tr>
<td>2019-20</td>
<td>1,54,055</td>
</tr>
<tr>
<td>2020-21</td>
<td>1,06,334</td>
</tr>
<tr>
<td>2021-22</td>
<td>1,48,049</td>
</tr>
<tr>
<td>2022-23</td>
<td>1,427,21</td>
</tr>
<tr>
<td>2023-24 (Till Aug)</td>
<td>5,87,30</td>
</tr>
</tbody>
</table>
# EXIM TRADE – By Road (via ICP/Petrapole)

<table>
<thead>
<tr>
<th>Export Cargo</th>
<th>Import Cargo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton Fabric, Raw Cotton</td>
<td>Ready Made Garments, Cotton Rags</td>
</tr>
<tr>
<td>Chassis, 2/4-Wheeler</td>
<td>Briefcase, Bags</td>
</tr>
<tr>
<td>Synthetic Fabric</td>
<td>Jute yarn</td>
</tr>
<tr>
<td>Steel/Iron Chemical / Dyes</td>
<td>Hydrogen Peroxide</td>
</tr>
<tr>
<td>Cereals, Food grains, Fruits</td>
<td></td>
</tr>
</tbody>
</table>
EXIM TRADE (Export) – By RAIL

<table>
<thead>
<tr>
<th>Year</th>
<th>Cargo</th>
<th>No of Rly rakes</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY : 22-23 (via DSN)</td>
<td>Stone Chips, Boulders, Wheat, Rice, Fly Ash, Maize, DOC, Onion, clay, etc.</td>
<td>537</td>
</tr>
<tr>
<td>FY : 22-23 (via BEN)</td>
<td>Stone Chips, Boulders, Wheat, Rice, Fly Ash, Maize, DOC, Onion, Clay, sleeper, Gypsum, Molasses, etc.</td>
<td>105 (Other than container, NMG, VP)</td>
</tr>
<tr>
<td>FY : 23-24 (via DSN)</td>
<td>Stone Chips, Boulders, Fly-Ash, Maize, DOC, clay.</td>
<td>143</td>
</tr>
<tr>
<td>FY : 23-24 (via BEN)</td>
<td>FLY ASH MAIZE, SLEEPER</td>
<td>17</td>
</tr>
</tbody>
</table>

Upto - Aug 23
Transit Opportunities

- Huge Potential of Transit movement from Dhaka to the ports of Western India.
- Mega RGM brands are waiting for the opportunity to open up.
- Movement of ISO empties from both sides.
- Possibility of transit movement to Nepal
Business development-related Issues

➢ Allowing container trains through Rohanpur - Singabad route also.
➢ Signing of two SOP’s:
  1) Container movement via GEDE/DSN.
  2) Container movement via PTPL/BEN.
➢ Extension of MOU between CONCOR & CCBL lapsed in 2005.
➢ Discussion is going on this issues between India and Bangladesh.
Tariff-related Issues

ECTS Charges of Rs. 3300 for each seal (two for SA containers used for chassis de-stuffing due to unavailability of necessary container handling equipment's at Bangladesh side) is making the exports from India by rail costlier. – Indian Customs may intervene.

More vendor for ECTS seal can lower the rate of ECTS Seals- ADB may be requested to intervene.
Rail Operations-related Issues, MOUs

- Acceptance of 45 BLC/BLL wagons at Benapole (BEN) and Darsana (DSN).
- Export Procedure by containerized rail movement from Bangladesh to India.
- Procedure of Third country EXIM cargo in EXIM containers through India i.e. BEN- JNPT / IDBR (BIRGUNJ) NEPAL.
Customs-related Issues (India & Bangladesh)

➢ 24 x7 Customs Clearance at Benapole land port for Container trains between India and Bangladesh.

➢ Introducing system in ASYCUDA for filling advance Bill of Entry for Imports may please facilitated at Benapole as being done through ICEGATE by Indian Customs. This will ensure faster Customs clearance at Bangladesh.

➢ Facilitating on wheel Customs clearance at Benapole by National Board of Revenue (NBR) for Export cargo in containers from Bangladesh to India- procedure is required. This will reduce cost of movement of Export cargo.

➢ Allowing Imports of all commodities in containers as per ‘SRO’ at Darsana (DSN) as being permitted at BEN.

➢ Procedure of Export from Bangaldesh to India.
Infrastructure-related Issues in Bangladesh

- Container unloading facility to be developed at Benapole/ Darsana/ Jessore along with dedicated container storage Yard.

- On Wheel Customs clearance top be facilitated till such time unloading yard/facility is not developed.

- Exploring possibility of container Train movement to station near dhaka via Padma bridge.
Status of proposed ICDs at Sirajganj & Ishurdi

❖ DPR prepared and submitted to Bangladesh Railway for a proposed ICD at Shirajganj bazar Station (SJYB).

❖ Proposal for developing an ICD under PPP model at ISD (ISWARDI) is yet to be finalised.

❖ Proposal for developing a rail linked ICD at Dhirasram near Dhaka is also on the cards.
CCBL-CONCOR Agreement – Status and Way Ahead

- MOU signed between CCBL & CONCOR on April 2017.

- The same is required to be revalidated.

- CCBL & CONCOR may join hands to develop a container handling facility near Rupdia (near Jessore) till such time an ICD at Dhirasram comes up.
<table>
<thead>
<tr>
<th>Activities (Export)</th>
<th>Activities (Import in BD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shipping Bills</td>
<td>IGM Filing (Train summary, Invoice packing, RR copy, IWBs)</td>
</tr>
<tr>
<td>Exporter/Agent or CHA</td>
<td>CONCOR through TCI</td>
</tr>
<tr>
<td>Registration</td>
<td>Shifting of cargo to WH of Benapole Land Port Auth.</td>
</tr>
<tr>
<td>Customs/Exporter's CHA</td>
<td>Importer in presence of TCI and Customs and LPA</td>
</tr>
<tr>
<td>Cargo examination &amp; Report</td>
<td>BoE filing in ASYCUDA</td>
</tr>
<tr>
<td>Exporter's CHA</td>
<td>Importer (LC copy, invoice, packing list, IWBs and Country of Origin)</td>
</tr>
<tr>
<td>LEO</td>
<td>Assessment of Cargo</td>
</tr>
<tr>
<td>Registration</td>
<td>BD Customs</td>
</tr>
<tr>
<td>Stufing Report</td>
<td>Duty Payment to Revenue Office</td>
</tr>
<tr>
<td>PO Customs</td>
<td>Importer</td>
</tr>
<tr>
<td>Sealing</td>
<td>Tally Sheet</td>
</tr>
<tr>
<td>PO Customs &amp; Transecur</td>
<td>Customs/CHA of importer</td>
</tr>
<tr>
<td>ETP</td>
<td>Out of Charge</td>
</tr>
<tr>
<td>Supdt.</td>
<td>Customs/CHA of importer</td>
</tr>
<tr>
<td>Customs endorsed Train Summary</td>
<td>Delivery</td>
</tr>
<tr>
<td>CONCOR</td>
<td>Customs/CHA of importer</td>
</tr>
<tr>
<td>Border Crossing</td>
<td>Railway Coordination and Freight Payment</td>
</tr>
<tr>
<td>CONCOR (Invoice, Packing List, SB Copy, ETP, Train Summary)</td>
<td>CONCOR through TCI</td>
</tr>
<tr>
<td>Payment of Landing Charges to CCBL($0.25 per ton)</td>
<td>Importer</td>
</tr>
</tbody>
</table>
## Permitted Commodities

<table>
<thead>
<tr>
<th>FROM</th>
<th>VIA</th>
<th>TO</th>
<th>Commodity Permitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ICDS, Terminals of CONCOR including Majerhat - CFS</td>
<td>GEDE-DSN</td>
<td>BBW</td>
<td>Importable items: Cattle, Fish Fry, Fresh Fruits, Plants, Seeds, Wheat, Stones (Stones and Boulders), Coal, Chemical Fertilizer, China Clay, Wood, Timber, Limestone, Onion, Chilies, Garlic, Ginger, Ball clay, Quartz, Pulses, Raw Cotton and Cotton Bale, Rice, Bran, Maize, Different Types Of Oil Cakes, Poultry Feed, Fly Ash, Railway Slipper, Building Stone, Road Stone, Sand Stone, Different Kinds Of Clay, Granulated Slag, Gypsum, Sponge Iron, Pig Iron, Clinker, Quartz.</td>
</tr>
<tr>
<td>Petrapole-Benapole</td>
<td>Benapole, Jessore, Noapara, Singia, Khulna, Iswardi, Muladoli, Dashuria, Sirajganj, Banga - Bandhu Bridge</td>
<td>All Commodities are allowed (Except powdered milk and non-bonded yarn)</td>
<td></td>
</tr>
</tbody>
</table>
## Major Commodities imported from BD

<table>
<thead>
<tr>
<th>HS2</th>
<th>COMMODITY</th>
<th>% CONTRIBUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>62</td>
<td>ARTICLES OF APPAREL AND CLOTHING ACCESSORIES</td>
<td>27%</td>
</tr>
<tr>
<td>53</td>
<td>OTHER VEGETABLE TEXTILE FIBRES</td>
<td>10%</td>
</tr>
<tr>
<td>88</td>
<td>AIRCRAFT, SPACECRAFT, AND PARTS</td>
<td>10%</td>
</tr>
<tr>
<td>61</td>
<td>ARTICLES OF APPAREL AND CLOTHING ACCESSORIES, KNITTED OR CORCHETED.</td>
<td>8%</td>
</tr>
<tr>
<td>63</td>
<td>OTHER MADE UP TEXTILE ARTICLES; SETS; WORN CLOTHING AND WORN TEXTILE ARTICLES; RAGS</td>
<td>4%</td>
</tr>
<tr>
<td>28</td>
<td>INORGANIC CHEMICALS; ORGANIC OR INORGANIC COMPOUNDS OF PRECIOUS METALS</td>
<td>4%</td>
</tr>
<tr>
<td>39</td>
<td>PLASTIC AND ARTICLES THEREOF</td>
<td>3%</td>
</tr>
<tr>
<td>72</td>
<td>IRON AND STEEL</td>
<td>2%</td>
</tr>
<tr>
<td>52</td>
<td>COTTON.</td>
<td>2%</td>
</tr>
<tr>
<td>3</td>
<td>FISH AND CRUSTACEANS, MOLLUSCS AND OTHER AQUATIC INVERTABRATES</td>
<td>2%</td>
</tr>
</tbody>
</table>

| TOTAL                                      | 100%           |
‘Rail’ ahead

• Terminal at Sirajganj
• Interim arrangement at BBW with Customs
• MMLP at Ishurdi
• Connecting Dhaka
• Modification in SRO for Gede-DSN
• Changing of loop lines
• Permitting all kinds of flat wagons and containers to facilitate all types of cargo movement between Bangladesh and India.
• Import and Transit traffic Ex- Bangladesh.
• Increasing the train accepting capacity of BDR
Thank You.