

DETAILED QUARTERLY REPORTS ON LANDPORTS
FOR THE MONTH OF SEPT, 2010
(To be hosted on the MHA website as a hyperlink).

Securing the country's borders against interests hostile to the country and putting in place systems that are able to interdict such elements while facilitating legitimate trade and commerce, are among the principal objectives of Border Management. In this context, and as part of an overall strategy for improved Border Management, it is necessary to undertake integrated development of infrastructure at the entry points on our land borders.

2. Existing infrastructure available with Customs, Immigration and other regulatory agencies at these points on our land borders is generally inadequate. Support facilities like warehouses, parking lots, banks, hotels etc are also either inadequate or absent. All regulatory and support functions are generally inadequate and generally not available in one complex. Even when located in close proximity, there is no single agency responsible for co-ordinated functioning of various Government authorities/service providers.

3. The need to redress this situation is recognized by all agencies concerned. One of the measures that were agreed upon is to set-up Integrated Check Posts (ICPs) at major entry points on our land borders. These Integrated Check Posts (ICPs) would house all regulatory agencies like Immigration, Customs, border security, etc together with support facilities like parking, warehousing, banking, hotels etc. in a single complex equipped with all modern facilities.

4. Accordingly, the approval of the Government on Security was obtained to set-up ICPs at 13 locations on Indo-Pakistan, Indo-Nepal, Indo-Bangladesh and Indo-Myanmar borders as a plan scheme under the 11th Five year plan . Approval was also obtained to develop ICP facilities at four locations on the Nepalese side of the border to enable optimum utilization of the ICPs on the Indian side. A list of the 13 ICPs along with their estimated project cost proposed to be set-up is as under:-

Phase - I

(Rs. in crores)

No	Location	State	Border	Estimated cost
1.	Petrapole	West Bengal	India-B'desh	172
2.	Moreh	Manipur	India-Myanmar	136
3.	Raxaul	Bihar	India-Nepal	120
4.	Attari (Wagah)	Punjab	India-Pakistan	150
5.	Dawki	Meghalaya	India-B'desh	50*
6.	Akhaura	Tripura	India-B'desh	60*
7.	Jogbani	Bihar	India-Nepal	34**

Phase - II

(Rs. in crores)

No	Location	State	Border	Estimated cost
8.	Hili	West Bengal	India-B'desh	78*
9.	Chandrabangha	West Bengal	India-B'desh	64*
10.	Sutarkhandi	Assam	India-B'desh	16*
11.	Kawarpuchiah	Mizoram	India-B'desh	27*
12.	Sunauli	Uttar Pradesh	India-Nepal	34*
13.	Rupaidiha	Uttar Pradesh	India-Nepal	29*

*The project costs of 4 ICPs viz, Petrapole, Moreh, Raxaul and Attari has been finalized by the Government. The project cost of the remaining 09 ICPs is yet to be firmed up.

**Jogbani ICP was brought under Phase I by the ESC. The ESC has recently approved the Detailed Engineering Report for this ICP with the project cost of Rs. 82.49 crores, inclusive of Rs. 20 crores provisionally provided for the scanners.

5. The approval of the Government was further accorded to incur expenditure amounting to Rs.635 crore to set-up the ICPs, inclusive of Rs. 57 crore for expenditure on acquisition of land for ICPs other than at Attari/Wagah, Raxaul, Moreh and Petrapole whose project cost was approved as given in the Table above.

6. To oversee and regulate the construction, management and maintenance of the ICPs the setting up of a Statutory Authority called 'Land Ports Authority of India' (LPAI) was also approved. The LPAI is envisaged to function as an autonomous agency under the Department of Border Management, MHA with representation from the M/o External Affairs, M/o Commerce, D/o Revenue and other stakeholders.

It would also associate with the State Governments and Border Guarding Forces concerned in its work. The LPAI is envisaged as a lean, oversight body aimed at providing better administration and cohesive management of cross-border movement of people and goods. It would be vested with powers on the lines of similar bodies like the Airports Authority of India.

7. The Land Ports Authority of India (LPAI) has been envisaged as a statutory body which will function as a body corporate under the administrative control of the Department of Border Management, Ministry of Home Affairs. The LPAI is expected to provide better administration and cohesive management of entry points/land ports on the land borders and would be vested with the powers on the lines of similar bodies like Airports Authority of India.

The Land Ports Authority of India Bill, 2010 as passed by Lok Sabha on 6th May, 2010 and Rajya Sabha on 19th August, 2010 has received the assent of the President of India on 31st August, 2010 and the same has now become as Act viz. The Land Ports Authority of India Act, 2010. The Land Ports Authority of India Act, 2010 has been published in the Gazette of India, Extraordinary, Part II, Section I on 1st September, 2010 as Act No. 31 of 2010.

8. However, since the LPAI would take some time to be constituted, as an interim measure, an Empowered Steering Committee (ESC) has been constituted in the MHA to take administrative decisions till LPAI comes into being. The ESC has so far held 20 meetings on this issue.

Facilities provided by the ICPs:

9. The ICPs are envisaged to provide all the facilities required for discharge of sovereign and non-sovereign functions to enable smooth cross-border movement of individuals, vehicles and goods under an integrated complex. These would facilitate the processes of immigration, customs, security, quarantine, etc. To enable this, the infrastructural facilities provided by the ICPs are:-

Passenger terminal building	Currency exchange
Internet facility	Cargo process building
Cargo inspection sheds	Warehouse/Cold storage
Quarantine laboratory	Clearing agents Banks
Scanners DFMD/HHMD	CCTV/PA System
Isolation Bay	Parking
Cafeteria	Other public utilities

10. A Summary of the progress made so far is as follows:

- i. The construction work on the ICP at Attari has commenced in February, 2010.
- ii. The construction work on the ICP at Raxaul has commenced in April, 2010.
- iii. The work on both the above ICPs is progressing along the projected time-lines.
- iv. The construction work on the ICP at Jogbani will commence in June, 2010.
- v. The DERs for the ICPs at Akhaura and Petrapole are under circulation for consideration of the ESC members.
- vi. The DERs for the ICPs at Dawki and Moreh are under preparation.
- vii. The possession of land for Dawki and Akhaura ICPs has been taken over BSF on behalf of MHA.
- viii. The Assam Rifles has taken over the land for Moreh ICP on behalf of the MHA.
- ix. The land acquisition process is underway for the Petrapole ICP.