

Bangladesh Land Port Authority
Ministry of Shipping
Accelerating Transport and Trade Connectivity in Eastern South Asia (ACCESS) –
Bangladesh Phase 1: (BLPA Component) Project
Land Port Building, Plot No. F-19/A, Shere-E-Bangla Nagar,
Agargaon, Dhaka-1207

Memo No. 18.15.0000.023.11.008.24-06

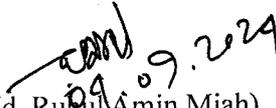
Dated: September 4, 2024.

Amendment of Request for Expressions of Interest (REOI)
(Consulting Services – Firms Selection) (International)

The REOI published vide Memo No.: 18.15.0000.023.11.008.24-01, Dated: September 2, 2024 for the Consultancy Services for Construction Supervision and Contract Management (CSC), Reference No.: BLPA-S1 will have the following amendment.

The second para of REOI mentioned the name of Land Ports that are Ramgarh, Sheola, Bhomra, and Benapole will be substituted by Burimari, Bhomra and Benapole Land Ports.

Other text of REOI will remain unchanged.


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Terms of References for Consulting Services

Of

Construction Supervision and Contract Management (BLPA-S1)

1. Introduction and Background

The Government of The People's Republic of Bangladesh has received an USD 270 million Credit from the International Development Association (IDA) – a member of the World Bank Group – for financing the cost of the Accelerating Transport and Trade Connectivity in Eastern South Asia (ACCESS)- Bangladesh Phase 1 Project: being jointly implemented by the Bangladesh Land Port Authority (BLPA), National Board of Revenue (NBR) and Roads and Highways Division (RHD) with the objective to increase the efficiency and resilience of trade and transport along selected corridors in Bangladesh.

The major investments under the project will be for infrastructure to improve existing conditions and expansion to facilitate Bangladesh's trade with neighboring India, Bhutan and Nepal so that the passengers, producers, traders and transport services providers as well as communities living around the project corridors will be benefitted.

Now the BLPA intends to apply part of the project funds for procuring the services of a Construction Supervision and Contract Management Consultant (SCMC) for the development works at Benapole, Bhomra and Burimari land ports.

Annex provides a synopsis of available information for the proposed land ports. The Consultant is advised to use this information as reference and are required to conduct due verification, as necessary.

2. Objective of Consulting Service and Scope

The main objective of this Consulting service (the Services) is the Supervision of the contracted civil works in the Project, including pre-construction design review and construction and post-construction phase monitoring, inspection, and reporting activities of the designed works at Benapole, Bhomra and Burimari Land Ports. These supervision services comprise, *inter alia*, working with the successful contractor (s) to ensure an orderly start-up and timely execution of the works; a full array of quality assurance activities; certification of payments; co-ordination with various stakeholders; contract administration; minor designs for problems encountered; development of variation orders as needed, including scoping, independent pricing, and negotiation; communication and facilitation of communication among all necessary parties; and issuance of Taking-Over Certificates.

2.1 Detailed scope of services

The scope of the assignment has been divided into three phases: Pre-Construction, Construction and Post-Construction

2.1.1 Part 1: Pre-Construction responsibilities

The scope of the services during the pre-construction Phase shall include but not limited to:

- a) Carry out a detailed design review (desk review) of Benapole, Bhomra and Burimari Land Ports to ensure correctness, completeness and compliance with international good practice;
- b) Review Environmental and Social Impact Assessments (EIA, SIA), Environmental Management Plan (EMP), and Resettlement Action Plan (RAP) for compliance with World Bank Safeguard Policies. The review should ensure adequate measures are in place to mitigate gender-based violence and sexual exploitation and abuse and other issues related to labor influx, in a manner consistent with the latest guidance from the World Bank¹, including the establishment of a functioning Grievance Redress Mechanism (GRM);
- c) In order to facilitate the existing use of the land ports during the construction period, modify – if required - the Work Schedule, Mobilization Plan, Material Procurement Schedule and Manning Schedule proposed by the contractors. Scrutinize and approve the contractors' detailed work program including the resource planning;
- d) Review Technical Specifications, Contract Drawings and prepare Construction Drawings where necessary to ensure sufficient detail to permit contractors to carry out construction work effectively and unambiguously and with highest standards of quality.
- e) Finalize the format and content of Progress Reports to be submitted to the Employer;
- f) Finalize the content and format of laboratory test reports, Interim Payment Certificate, progress reports, monthly update of EMP and other reports to be received from the Contractor as per the Contract;
- g) Prepare a Supervision Manual which will lay out procedures to be followed during the execution of the works; and Scrutinize and approve construction methods proposed by the contractors with modifications as necessary.

2.1.2 Part 2: Construction Phase responsibilities

The scope of the services during the Construction Phase shall include but not limited to:

- a) Supervise and monitor construction of all project components. Interpret the Technical Specifications, where required;
- b) Attend and certify all laboratory tests required on material and completed work as per the specifications;
- c) Check and approve shop drawings submitted by the contractors;
- d) Check the Performance Guarantee, Advance Payment Guarantee and insurance certificates submitted by the contractors for adequacy as well as ensure their timely renewal up to the duration required;
- e) Monitor environmental and social safeguard requirements provisioned in EIA, SIA and RAP. Scrutinize and approve the contractor's Environmental Management Action Plan (EMAP) as required under the project EIA and EMP, and its monthly updates. The consultant should also review the Contractor's Code of Conduct for employees, and the remediation plans for any facilities required during the construction phase;
- f) Customize GEMS (or alternatively, KoBo Collect) app for remote monitoring, ensure weekly data entry and provide access to the database to the Employer and the World Bank.
- g) Review and approve the location of camp sites to ensure they minimize disruption to local population, fauna and flora and water courses, and provide adequate drainage facilities and treatment of sewage and waste disposals;

¹ Good Practice Note: Addressing Gender Based Violence in Investment Project Financing involving Major Civil Works, World Bank, 2018. <http://pubdocs.worldbank.org/en/399881538336159607/Good-Practice-Note-Addressing-Gender-Based-Violencev2.pdf>

- h) Check and establish that the contractor mobilizes and supplies materials, equipment, construction machinery, workers and funds that have been committed in the tender and ensure that all such items remain on the contract until their release has been authorized;
- i) Check line level, layout of construction to ensure conformity with the contract, propose any change in the plans, if required;
- j) Maintain detailed records of measurement of the completed works, quality test results, correspondence, detailed diaries, photographs, daily site records submitted by the contractors on ambient conditions and contractors' resources at the site and their use including other documents concerning relevant events and activities;
- k) Check interim certificates for progress payments, verify the quantities for such certificates and recommend the Employer for payment with special emphasis on minimizing the time taken from receiving the interim certificates to disbursement against it;
- l) Ensure timely offsetting of mobilization advance, deduction of retention, taxes, liquidated damages as well as repayment of retention to be included in the corresponding interim payment certificates;
- m) Carry out periodic awareness raising /orientation and training sessions on environment, health and safety aspects (including labor influx management, gender-based violence and sexual exploitation and abuse) of the project with contractors' staff, BLPA officials, and project stakeholders. Work with the contractors to develop and ensure implementation of an appropriate EHS and SMP training program for all workers. Scrutinize and approve and enforce the contractors' Quality Management Plan. Issue instructions to the contractors as required in accordance with the contract specification and the plan;
- n) Support and guide in the implementation of the site-specific Grievance Redress Mechanism (GRM) protocol in line the project's SIA/EIA and EMP/RAP;
- o) Carry out monthly field compliance reviews to report on and enforce the provisions of the Specifications, EMP and agreed EMAP. Issue instructions to the contractors as required for any corrective actions or remedial measures. If and when required, invoke contractual provisions including penalty clauses to motivate and ensure ongoing contractors' compliance with all environment, health and safety (EHS) requirements of the works contract;
- p) Attend third party inspections, as necessary, and provide certification on the quality of the supplies based on such inspections;
- q) Provide necessary technical support to the Employer on its project management, including risk management, cost control, scheduling, monitoring and reporting;
- r) Assess and make recommendations to the Employer on the contractor's claim for additional payment, extension of time and any other matters related to contract administration; and
- s) When the implementation of the civil works contracts at each Land Port under the Project reaches a value of 80% of the initial construction contracts, the consultant shall prepare and submit a detailed progress report with updated cost of the civil works contract, implementation schedules and substantiate any request related to additional funding, if such is needed to full completion of the project. At this stage, the Consultant shall also prepare the draft Completion Report for the respective Land Port in the format to be agreed by the Employer. The Completion Reports for each of the four Land Ports supported by the Project will be included in the consolidated Project Completion Report (PCR).

2.1.3 Part 3: Post-construction Phase responsibilities

The scope of the Services during the post-construction Phase shall include but not limited to:

- a) Inspect the works at appropriate intervals during Defects Notification Period and issue instructions for rectification if any.
- b) Prepare and submit to the Employer the final cost of executed works.

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- c) Ensure that the contractors' demobilization is as per the agreed Mobilization Plan, and the reviewed and approved remediation plans.
- d) Check and certify As-Built Drawings prepared by the contractors before issuance of Taking-Over Certificates.
- e) At the completion of the works, assist the Employer in preparing a consolidated Project Completion Report (PCR) in the format as prescribed by World Bank.

3. Duration of Services

The SCMC services are required to be rendered during a construction period of 42 months for the eight (8) works contracts and a defects notification period of further 12 months.

Considering parallel activities to be executed in Benapole, Bhomra, and Burimari, the Consultant will be required to mobilize more than one team so that the all the tasks could be completed within the stipulated duration.

4. The Consultant's Team and Inputs

The proposed services under this Terms of Reference shall be carried out by a consulting firm (SCMC) with adequate experience in construction supervision of civil engineering structures within a framework set by EIA, EMP, SIA, RAP and stakeholder engagement.

4.1 Staff Inputs

Indicative staff inputs are as follows:

S. No.	Positions	Number	Total input (man-month)
Key-Experts			
A	Team Leader/ Geotechnical Expert	1	42
B	Quality Control Engineer/ Deputy Team Leader	1	42
C	Resident Engineer (Supervision Engineer-Civil Works)	8	(30*3+24*5=210) 210
D	Quantity Surveyor (1 person per Port)	3	(3*42=126) 126
	Sub-total		420
Non-key Staffs			
E	Social Safeguard Specialist	1	30
F	Environmental Specialist	1	30
G	Contract Management Specialist	1	30
H	Electrical Engineer	3	(3*12=36) 36
I	Water Supply and Sanitation Engineer	3	(3*12=36) 36
J	Site Engineer	8	(30*3+24*5=210) 210
K	Surveyor	8	(30*3+24*5=210) 210
L	CAD Operator	2	(2*42) 84
M	Computer Operator	2	(2*42) 84
N	Support Staff	2	(2*42) 84
O	Office Cleaner	1	42
	Sub-total		876
	Total		1296

Note:

- a) The consultant can propose additional non-key professionals (eg: Structural Engineer, Architect, Fire-Safety Expert, OHS Expert, Inspector of Works, Laboratory Assistants, ESHS Monitors, Traffic Enumerators, etc.) required to complete the proposed services in a satisfactory manner.

- b) *Financial proposal should include all the direct and indirect costs necessary to execute the services and reporting including organization of meetings with PAFs as well as stakeholders workshop in Dhaka and at site.*
- c) *The number of experts proposed for different positions shall match with the Consultant's Technical and Financial Proposal.*

4.2 Qualifications of Key Personnel

The broad qualifications of the Key personnel are given below. Their responsibilities shall be per judgment of the Consultant in order to complete all the deliverables in a professional manner.

A. Team Leader/ Geotechnical Engineer

- Education: Bachelor's degree in Civil Engineering; preferably master's degree in Geo-technical Engineering or related field. Relevant trainings and membership in a relevant professional organization will be an advantage.
- Experience: 15 years of general experience in design and construction of civil engineering projects of comparable size. 5 years of specific experience as Team Leader or Residential Engineer in construction of ports, highways or other large scale civil infrastructure. Experience in contract management in projects funded by multilateral development agencies will be given preference.

B. Quality Control Engineer/ Deputy Team Leader

- Education: Bachelor's degree in civil Engineering; master's degree in Geotechnics/ Material/ Quality Control Engineering will be preferred; relevant trainings will be an advantage.
- Experience: 10 years of general experience as Material Engineer/ Quality Control Engineer in building infrastructures and pavement construction projects. 5 years of specific experience as Residential Engineer in construction of ports, highways or other large scale civil infrastructure projects funded by multilateral development agencies.

C. Residential Engineer (8 numbers)

- Education: Bachelor's degree in Civil Engineering, preferably a master's degree in Civil, Structural, Geotechnics or Highway Engineering. Relevant trainings in surveying and/or quality assurance will be an advantage.
- Experience: 10 years in designing and construction supervision of civil infrastructure. 5 years of specific experience in site supervision and contract management for building complexes, ports or highways.

D. Quantity Surveyor (3 numbers)

- Education: Bachelor's degree in Civil Engineering; relevant trainings in surveying and/or quality assurance will be an advantage.
- Experience: 10 years in construction survey, quantity estimation/ measurement, quality control of civil construction works such as buildings, highways. 5 years of specific experience in construction supervision of buildings, ports or highways.

E. Social Safeguard Specialist

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- Education: Graduate in civil engineering, social science or sociology; Master's in Social Science, Sociology or equivalent preferred; relevant trainings and membership in a relevant professional organization will be an advantage.
- Experience: Minimum of 10 years of experience as Social and Resettlement Specialist in comparable projects, preferably those supported by the World Bank, ADB or other multi/bi-lateral donors. Previous experience in SIA, review/preparation and implementation of RAP, stakeholder engagement, labor influx management and gender-based violence management is necessary.

F. Environmental Specialist

- Education: Graduate in Ecology, Forestry, Environmental Science or Engineering; Master's in Environmental Engineering, Environment Science or equivalent preferred; relevant trainings and membership in a relevant professional organization will be an advantage.
- Experience: Minimum of 8 years of experience in leading and/or monitoring/ supervising construction stage implementation of Environmental Impact Assessment (EIA) study and Environmental Management Plan requirements for comparable projects. Construction stage environmental monitoring, familiarity and prior experience with World Bank Safeguard Policies will be a plus.

G. Contract Management Specialist

- Education: Master's degree in Engineering/Management/Laws/Economics/Finance/Business/Procurement/ Supply Chain Management/ Commerce/ Environmental Science or suitable equivalency. Civil Engineering background will be added advantages. Relevant trainings and membership in a relevant professional organization will be an advantage.
- Experience: 10 (ten) years of experience as Procurement and Contract Management Specialist/ Procurement Consultant in public organization or have had responsibilities with a substantial content of his / her position in the procurement area (experience of large contract management for Goods/ works/ Services).

H. Electrical Engineer (3 numbers)

- Education: Bachelor's degree in Electrical Engineering; Preferably master's degree in Electrical, Power Supply Engineering or a relevant discipline. Relevant trainings and membership in a relevant professional organization will be an advantage.
- Experience: 10 years in designing and implementation of internal/ external electrification, power backup system for building complexes or ports; 5 years in construction supervision and quality assurance as electrical engineer for multi-story buildings, ports or infrastructure of comparable size.

I. Water Supply and Sanitation Engineer (3 numbers)

- Education: Bachelor's degree in Civil Engineering. Preferably master's degree in Water Supply, or Sanitation Engineering. Relevant trainings in surveying and/or quality assurance will be an advantage.

- Experience: 10 years in designing and implementation of internal/ external water supply and wastewater management. 5 years of specific experience in construction stage backstopping in water supply system, fire-fighting system, sewage disposal for ports or building complexes.

J. Site Engineer (8 numbers)

- Education: Bachelor's degree in Civil Engineering. Relevant trainings and membership in a relevant professional organization will be an advantages.
- Experience: 7 years of general experience of construction management of large-scale civil engineering project. 5 years of specific experience in construction of ports, highways or building complexes.

K. Surveyor (8 numbers)

- Education: Diploma in Civil Engineering or Surveying. Relevant trainings in topographical or cadastral survey using EDM will be an advantage.
- Experience: 7 years of general experience in different land surveys for large scale civil engineering project. 5 years of specific experience in topographical survey, construction survey, and cadastral verification for ports, highways or building complexes.

L. CAD Operator (2 numbers)

- Education: Diploma in Civil Engineering or Architecture. Extended training in CAD using AutoCAD or AutoCIVIL will be an advantage.
- Experience: 7 years of general experience in preparation of design drawings, construction drawings, shop-drawings and as-built drawings. 5 years of specific experience in preparing different drawings for construction of ports, highways or building complexes.

5. Implementation Schedule and Reporting Requirements

The Consultant is expected to achieve the following key activities and reporting's for each land port at Ramgarh, Sheola, Bhomra, and Benapole as follows:

Key Activities	Timing	Reporting	Delivery Conditions
The Inception Report should include finalization of the Consultant's Work Schedule, Mobilization Plan, Quality Assurance Plan, EMAP, Supervision Manual, and any other matter requiring the Employer's action	Four (4) weeks after the commencement of actual supervision of works.	Inception Report	5 hard/ 1 soft copy and a slide presentation
The Design Review Report shall include results of the review of the design, drawings, and ESIA reports.	Draft Report: within 1 month from Commencement Date;	Design Review Report	5 hard/ 1 soft copy and a slide presentation

	Final Report: within 2 weeks upon receiving comments from the Employer (with all the comments addressed)		
Monthly Progress Report (1 consolidated report for all 8 packages) should be based on the physical and financial progress, as well as dealing with contractual and technical matters. The Monthly Reports should include mobilization status, physical/ financial progress status, validity of bank guarantees and insurance policies, summary of all quality control tests, material at site, status of EHS compliance, status of compliance with statutory requirements, status of compliance to the project-specific EMP and agreed EMAP, status of implementation of SMP, content and status of grievances received as well as actions taken /instructions issued to address all non-compliances. Report any social and environmental issues (including monitoring of EMP), issues reported to the GRM.	1 st week of each consecutive month	Monthly Progress Reports	5 hard/ 1 soft copy; and a slide presentation
Detailed Progress Report with updated cost of the civil works contract, implementation schedules and substantiate any request related to additional funding, if such is needed to full completion of the project. At this stage, the Consultant shall also prepare the draft Completion Report for the respective Land Port in the format to be agreed by the Employer. The Completion Reports for each of the 8 construction packages under the Project will be included in the consolidated Project Completion Report (PCR).		Detailed progress report (after 80% of the initial construction contracts)	5 hard/ 1 soft copy
Completion Reports for each of the 8 works packages under the Project. Approved as-built	On completion of each works contract package <i>www.</i>	As-built Documents	separate volumes; 5 hard/ 1 soft copy

documents including drawings, quantities and costs			
Compilation of all project related documents including from the contractors.	On completion of Defects Notification Periods of all work packages	Consolidated Project Completion Report	5 hard/ 1 soft copy

Note:

On presentation of any deliverables to the BLPA project team as well as other stakeholders of the Employer for discussion and deliberations, the Consultant shall submit the minutes of the meeting with proposed modifications in the report to the Project Coordinator within 48 hours for review and comments. The Employer shall provide their comments within 7 days of the submission of the minutes.

6. Facilities and Equipment

6.1 To be provided by the Consultant

The Consultant shall provide required facilities for their staff and other logistical requirements on their own to fulfill their obligations. These will also include technical backstopping by the Consultant's corporate level experts, support staff and office facilities, office equipment and supplies, required equipment and materials for field data collection, vehicles, and communications as required for each of the works packages. The Financial Proposal of the Consultant shall cover all the direct and indirect expenses to be made by the Consultant to render the Services.

6.2 To be provided by the Employer

The Employer will provide the Consultant with all available studies and reports and data relevant to the services. BLPA will provide access to the related land ports and information required for the study and provide assistance where the Consultant, for the purpose of executing these services, needs to coordinate with other Government agencies, and non-government agencies. The BLPA will also participate in all stakeholder consultation events related to the environmental and social assessments, with the technical and logistical support of the consultant as required.

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Annexes: Available information for the proposed land ports namely Benapole, Bhomra and Burimari**Brief Description of the Project:**

The proposed project will support to upgrade existing facilities of Benapole, Bhomra, and Burimari land ports which are critical for trade with India, Bhutan and Nepal. The project will seek to ensure a holistic development of the proposed land ports, underpinned by enhanced border agency collaboration and coordination and improved terminal management.

i) Benapole Land Port:

Benapole-Petrapole is the largest land border crossing in South Asia in terms of freight traffic and value of goods. The expansion and development of Benapole Land port with modern facilities would reduce congestion and enhance capacity of truck flows from Petrapol ICP (India side). Currently, the Petrapol ICP has the capacity to handle 700-750 export trucks but clears only 370 trucks, as the present infrastructure, systems, and processes at Benapole does not match the facilities of its Indian counterpart.

Current Scenario:

Benapole land port is the largest land port in Bangladesh operated by the Bangladesh Land Port Authority (BLPA). This port is handling about 80 percent of the total export-import of the country that are made through land routes. Now it has an area of about 86 acres of land with 32 go-downs with a capacity to 36000 metric tons. It has a truck terminal which can accommodate only 1,000 trucks per day, 05 open yards which are used for temporary storage of imported goods waiting for customs' clearance and delivery by Bangladeshi trucks. There is also another yard dedicated for import of vehicles and vehicle chassis from India. The vehicle yard can accommodate from 500 to 600 chassis. This land port handles around 600-700 trucks per day surpassing the existing facilities and the port is facing difficulties in accommodating increasing freight demand.

The port has trans-shipment yard with a limited number of sheltered bays that are used for direct transfer of perishable goods from Indian trucks to Bangladeshi trucks. Due to the lack of available space for perishable goods trans-shipments facility many of the trucks have to dwell for significant periods of time.

In the port a large number of trucks have to move around the various storage go-downs, open yards and transshipment yard causing a great deal of congestion and increasing further dwell times for cross border trade movements. There is a truck terminal for Indian lorries awaiting for marshalling to go-down, open yard or transshipment yard, but there is no equivalent marshaling area for Bangladeshi trucks arriving to pick up the import shipments for delivery. Due to the lack of a Bangladeshi truck terminal, they have to park on the main roadway causing significant traffic congestion in the vicinity.

ii) Bhomra Land Port:

Bhomra-Ghojadanga is the second largest land port between Bangladesh and India. The Land Port has seen increasing demand due to congestion at Benapole-Petrapole, which is expected to continue with completion of the Padma Multipurpose Bridge. Traffic forecast indicates a future annual growth of 8 percent. Traffic demand for trucks is forecasted at 1,650 per day by 2030, up from the 650 currently catered by the port. The proposed project would support the 2nd of a three phased modernization plan for Bhomra. The first phase is being supported the World Bank through the on-going BRCP-1.

Current Scenario:

Bhomra land port is located within about 250 meters of zero point – border line with India. It has an area of about 25.00 acres with a storage capacity of 1600 metric ton. It has 02 warehouses but no

refrigerated capacity, 04 open yard of 33000 square metre and 01 trans-shipment shed. About 600 trucks enter the Land Port from Indian and 50 trucks (Bangladesh registered) carry exports to India every day. Bangladesh trucks carrying exports are processed by the Land Port on Indian side.

The main imports are crushed stones, lime stone lumps, veneer, plywood, apple, orange, dried fish, and other perishable goods. The main exports are cotton, juice, chocolate, soap, and plastic. But different classes of goods are stored in the same location due to lack of necessary storage areas to allocate to different classes of goods.

There is no major built-up area between the land port and the border with India. Trucks have to queue up outside and back into the Indian side of the border awaiting free space inside the truck terminal. The land port has a limited capacity of transloading, largely using a docking bay where trucks reverse into an unloading bay with a Bangladeshi lorry waiting on the other side. Bulk goods comprise the majority of commodities. Perishable goods arrive and are processed in the morning when it is still cool.

An important import material through this port is crushed stones that generate dense particulate matter and thus, the dust is pervasive everywhere threatening the environment of the port and its vicinity.

iii) Burimari Land Port:

Burimari land port is located within about 200 meters of zero point – border line with India Burimari-Changrabandha is the designated land port for trade to and from Bhutan. The Land Port Authority of India (LPAI) has approved plan for developing integrated check post (ICP) at Changrabandha which will be completed and fully operational in very short time.

Current Scenario:

At present it is unable to meet increasing freight flows, leading to congestion and delays in border crossing time. It has an area of 11.50 acres with a storage capacity of 18,000 metric ton. It has 03 warehouses but no refrigerated capacity, and an open yard. About 250 trucks enter the Land Port from Indian and 50 trucks (Bangladesh registered) carry exports to India every day. Bangladesh trucks carrying exports are processed by the Land Port on Indian side.

The main imports are Dolomite powder, stone boulders, limestone lumps, talcum powder, railway sleepers, veneer, plywood, apple, orange, dried fish, and crushed stones. The main exports are cotton, juice, chocolate, soap, and plastic. But different classes of goods are stored in the same location due to lack of necessary storage areas to allocate to different classes of goods.

There is no major built-up area between the land port and the border with India. Trucks have to queue up outside and back into the Indian side of the border awaiting free space inside the truck terminal (i.e., marshalling yard). The land port has a limited capacity of transloading, largely using a docking bay where trucks reverse into an unloading bay with a Bangladeshi lorry waiting on the other side. Bulk goods comprise the majority of commodities. Perishable goods arrive and are processed in the morning when it is still cool.

An important import material through this port is river boulders. A large number of stone crushers are generating dense particulate matter and thus, the dust is pervasive everywhere threatening the environment of the port and its vicinity.

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