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Acknowledgement

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Abstract

The project aims at a gradual integration of national boundaries by converting a port site to an economic centre where the national economy will be boosted by different economic activities. A successful free trade zone only works when the borders are integrated and it generates business and attracts investors and the surroundings.

free trade zone = business + integrated border = economic hub

The program for the site supports all current needs for promoting our product, culture, and nation to the world. Essentially, the design is to provide spaces for economical, social, and cultural exchange, in hope for the betterment of our nation.

Keywords

integration, economy, boundaries, trade, exchange, nation

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List of abbreviations

BGB -- Bangladesh Border Guard

FTD -- Foreign Trade Zone

ADB – Asian Development Bank

WB-- World Bank

AfT – Aid for Trade

ASEAN – Association of Southeast Asian Nations

DMC – developing member country

EU – European Union

GIS – geographic information system

GDP – gross domestic product

OREI – Office of Regional Economic Integration

PRC – People's Republic of China

SASEC – South Asia Sub regional Economic Cooperation

SMEs – small and medium-sized enterprises

SMCA – Spatial Multi-Criteria Assessment

Chapter 1 Introduction

1.1 Background of the project

We are all one...member of one human family ,one earth in one life. One is unity, a unified world i think of. once a French naval officer, explorer, innovator, scientist, author and researcher Jacques Yves Cousteau said- "There are no boundaries in the real Planet Earth. No United States, no Soviet Union, no China, no Taiwan...Rivers flow unimpeded across the swaths of continents. The persistent tides - the pulse of the sea - do not discriminate; they push against all the varied shores on Earth."

Because of political, social, religious issues, boundaries have been created and to cross over that existing mental or political lines require some authorized action and that developed today's concept of port.

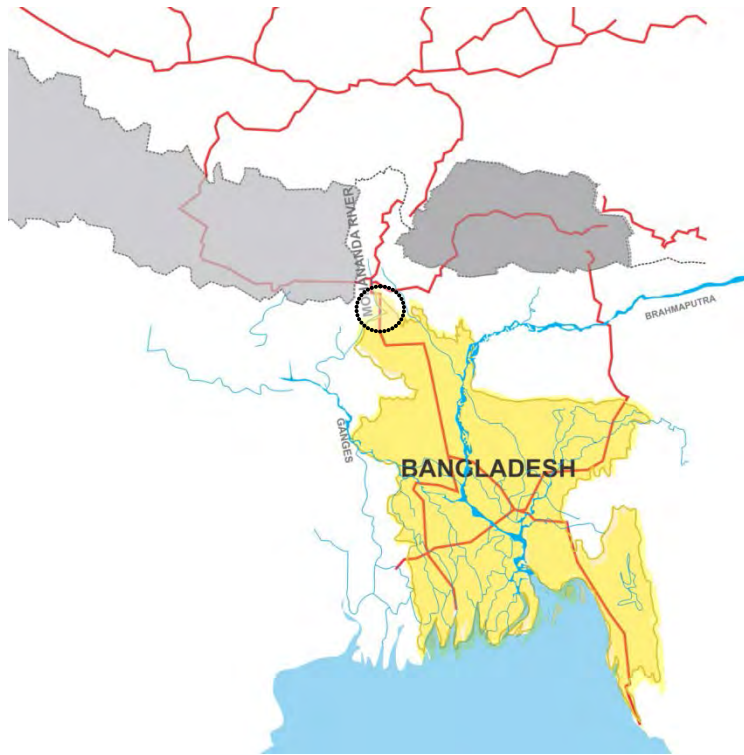
1.2 Project brief

I was searching for a border location which is geographically proximate to other countries but India and successfully found out the location proximate to India, Nepal, Bhutan and China; the impulse of that location can unite the few zones of Asia though trading.



Banglabandha land port is located at the north-western tip of Bangladesh in Tetulia under Panchagarh district on the Bangladesh-India highway and located beside the Mohananda River which is directly connected with Ganga River. The place is of international character and used for Nepal transit traffic passing through a small corridor of India. It is about 22 meter away from the Bangladesh-Indian borderline. Among the active LCSs in the country, Banglabandha is the most important one, because of its geographical location. Banglabandha

map 1.1: Among the active LCSs in the country, Banglabandha is the most important one, because of its geographical location



land port is the corner-most point of the north- western region of the country; about 57 km north of Panchagarh district headquarter, 10.8 km from Shiliguri and 10 km from Jalpaiguri town of west Bengal in India. Darjeeling is 58 km away while Nepalese border transit point Kankorvita is 61 km away, the Bhutanese border is only 68 km away and Nepal-China border is 302km from Banglabandha point. Where else the nearest LCSs Shiliguri and 88 km from Jalpaiguri town of west Bengal.

map 1.2: Site connectivity through water (MOHANANDA RIVER) and road (ASIAN HIGHWAY)



fig 1.1: Site connectivity through route (distance from site to the borders)

There is a **free trade zone proposal** in 2002, India, Nepal, Bhutan and Bangladesh studied a proposal to create a free trade zone in the area, which would enable all four countries to connect directly with each other without restrictions. But our current situation isn't supporting the written proposal, some initiatives should be taken to support the proposal.

Banglabandha port offers an enormous potential not only for boosting sub- regional trade but also for promoting tourism. To improve road connectivity between the four SAARC countries of Bhutan, India, Nepal and Bangladesh, the Government would move UNESCAP with a proposal to include certain stretches of Indian highways in the Asian highway route. Highway road is available from Panchagarh to Banglabandha land port and the distance is about 60km to reach the port site. At present, different types of goods such as fertilizer, jute, medical equipment, plastic material, readymade garments, electrical goods, textile, computer and parts, machinery, army goods, chemicals, tea, pulses, rice, onion, apple, marble slab, live animals and miscellaneous are exported and imported through this port.

1.3 Aims and objectives and scope of the project

Aims and objectives

- The aim of the project is to create and enhance financial globalization and financial integration. Financial globalization is an aggregate concept that refers to increasing global linkages created through cross border financial flows. Financial integration refers to an individual country's linkages to international capital markets.
- To attract investors.
- Enhance facilities for export & import cargo handling.
- Enhance the passenger & tourist transit facilities which will facilitate passenger movement between the neighboring countries.

Scopes of the project

- Banglabandha border is very close to Nepal & Bhutan. So the development of the port can make the relationship between these countries easier rather than the other ports.
- we can think of route connection with china though this route
- Darjeeling, Siliguri, Sikkim (beautiful with its natural beauty) are also near this border, which influences more tourist crossing through this border.

1.4 Given programs

- a. Port
- b. Foreign trade zone
- c. Accommodations
- d. Services

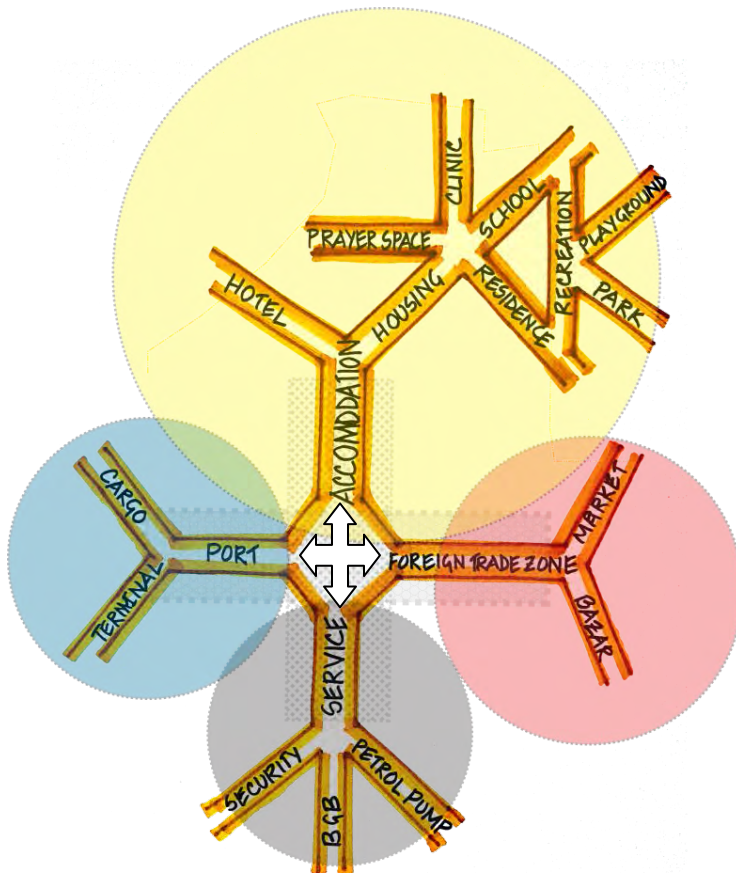


fig 1.2: programs and connections

Chapter 2 Site appraisal

2.1 site and surrounding plans, photographs

The land port site is circumscribed by India on all sides. The site is currently underdeveloped, as the land is not yet passed by passengers; only goods are carried over the land. Nevertheless, development procedures will be initiated in this mass of land soon, as the government has already sanctioned the permission of properly functioned land port construction, which will facilitate the movement of passengers along this way. Banglabandha land port still dysfunctional on lack of Indian support. A border check-post was opened at Banglabandha few years back but it did not function properly due to lack of infrastructure facilities. According to present situation passenger crossing is stopped, though new infrastructure is built for passenger immigration & custom processing both side of the border.

A general index of activities in the site would include:

- Import export related function
- Agricultural based society, main crops are paddy, jute, wheat, potato, sugarcane and flatland tea garden. Main fruits are mango, jack fruit, lichee, banana, blackberry, papaya, guava, coconut and betel nut
- Tea, Sugar, Rice mill, ice factory, garments factory, oil mill, and Saw mill
- Many rivers flows in pachghar district such as Karatoya, Atrai, Tista, Nagor, Mahananda, Tangon, Dahuk, Pathraj, Bhulli, Talma, Chawai, Kurum, Versa, Tirnoi and Chilka
- Pohela Boishakh (The first day of Bengali year) is main culture in here. At early dawn boys and girls are played with color water in every road.

The adjacent area on the Bangladesh side comprises of mostly villages and farmlands while on the Indian side it's mostly city and hilltop villages.



map 2.1 site location



Fig 2.2 Asian highway connecting India and Bangladesh



Fig 2.3 entry from Asian highway to the site

2.2 Historical and social background

Banglabandha land port is located in about 29.5 acres of acquired land at the north-western tip of Bangladesh in Tetulia under Panchagarh district on the Asian highway. Banglabandha was designed to be Bangladesh's first "export-oriented" inland port, explicitly promoting the transport of Bangladeshi goods to Nepal, India and Bhutan; other Bangladeshi inland ports are mainly used to import goods from India.

2.3 SWOT analysis

Strength

This port offers an enormous potential not only for boosting sub-regional trade but also for promoting tourism. Highway road is available from Panchagarh to Banglabandha land port and the distance is about 60 km to reach the port site. It is the only export-oriented land port in Bangladesh while all other land ports are used mainly for importing goods from India. At present, different types of goods such as fertilizer, jute, medical equipment, plastic material, readymade garments, electrical goods, textile, computer and parts, machinery, army goods, chemicals, tea, pulses, rice, onion, apple, marble slab, live animals and miscellaneous are exported and imported through this port.

Weakness

Banglabandha land port still dysfunctional on lack of Indian support. A border check-post was opened at Banglabandha few years back but it did not function properly due to lack of infrastructure facilities. According to present situation passenger crossing is stopped, though new infrastructure is built for passenger immigration & custom processing both side of the border.

Opportunity

The Indian exporters are now using Hilli and Burimari land Ports to export their goods to Bangladesh. It is expected that Bangladesh, India, Nepal and Bhutan will prefer to use Banglabandha for international trade and commerce. Moreover, people interested to travel Darjeeling, one of the most attractive tourist places of India, Himalayan Kingdom of Nepal and Bhutan would prefer to travel through this route after establishing immigration facilities at this land port. Foreign tourists who often visit Nepal or Bhutan could also come to Bangladesh

crossing the same border. However, Banglabandhalandport is 11km away from Kangchenjunga (3rd highest mountain in the world), 10km from Siliguri city, 58km from darjeling, 61km from Nepal, 68km from Bhutan.

Threat

The border point is surrounded by India, if India does not co-operate then it cannot be possibly properly functional

Chapter 3 Literature review

3.1 Inspiring history of routes

From the history of routes - spreading religion, trade and technology - have historically been vital to the growth of urban civilization. The extent of development of cities, and the level of their integration into a larger world system, has often been attributed to their position in various active transport networks. Among the routes Silk road, Grand Trunk Road were the most important trade routes to join the Eastern and the Western worlds and Asian countries.

3.2 Asian Highway

The Asian Highway (AH) project, also known as the Great Asian Highway, is a cooperative project among countries in Asia and Europe and the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP), to improve the highway systems in Asia. It is one of the three pillars of Asian Land Transport Infrastructure Development (ALTID) project, endorsed by the ESCAP commission at its 48th session in 1992, comprising Asian Highway, Trans-Asian Railway (TAR) and facilitation of land transport projects. Agreements have been signed by 32 countries to allow the highway to cross the continent and also reach to Europe. Some of the countries taking part in the highway project are India, Sri Lanka, Pakistan, China, Japan, South Korea and Bangladesh. A significant part of the funding comes from the larger, more advanced nations as well as international agencies such as the Asian Development Bank. Bangladesh has acceded to the Asian Highway Network on 8 November, 2009 to connect

the country with 28 countries. The total length of Asian Highway Network in Bangladesh is 1761 km excluding the common part of AH1 & AH2 of 283 km.

According to the Intergovernmental Agreement on the Asian Highway Network, two routes are considered as the international trade route that crosses more than one sub-region under the Asian Highway connecting Bangladesh, India and Myanmar. The 3 routes in Bangladesh which are selected to be the part of the Asian Highway Network are as follows: The 3 routes in Bangladesh which are selected to be the part of the Asian Highway Network are as follows:

International Routes:

(i) Route AH-1: Benapole-Jessore-Narail-Bhatiapara-Mawa-Dhaka-Katchpur-Sarail-Sylhet-Tamabil (length 495 km)

(ii) Route AH-2: Banglabandha-Panchagarh-Rangpur-Bogra- Hatikamrul-Jamuna Bridge-Tangail-Dhaka-Katchpur-Sarail-Sylhet-Tamabil (length 805 km including 283 km of overlapping part)

Sub-Regional Routes:

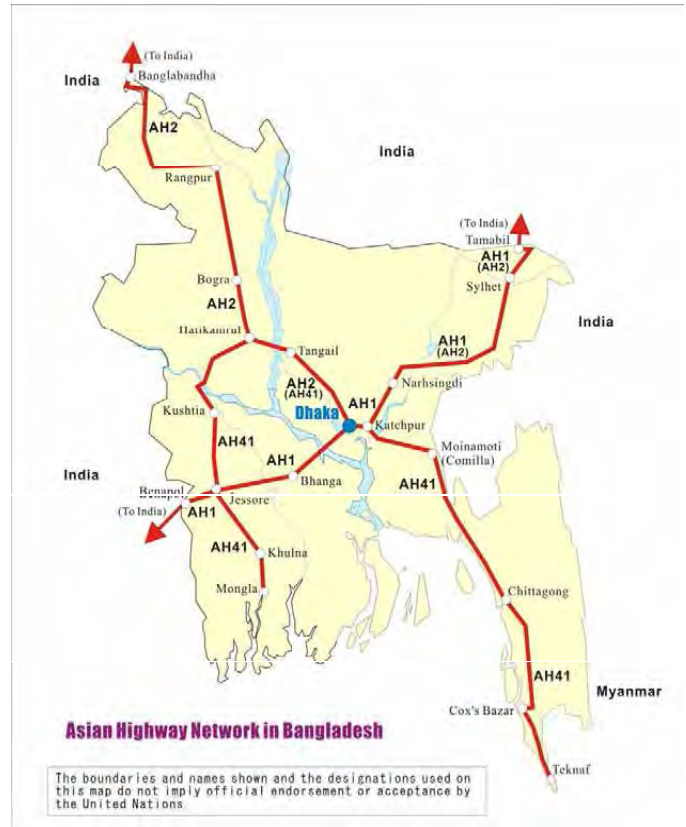
(iii) Route AH-41: Mongla Port –Jessore- Bonpara-Hatikamrul-Katchpur-Comilla-Chittagong-Cox's Bazar-Teknaf -Myanmar Border (length 752 km)

Status of the Asian Highway in Bangladesh							
Route No.	Itinerary	Length (km)	Paved (km)		Unpaved (km)	Ferry (km)	Missing Link (km)
			2 Lanes or more	1 Lane			
AH1	Tamabil – Sylhet – Katchpur – Dhaka – Jessore – Benapol	508	194	283	2	8	21
AH2	Tamabil – Sylhet – Katchpur – Dhaka – Hatikamrul – Banglabandha	510	319	191			
AH41	Teknaf – Cox's Bazar – Chittagong – Katchpur – Dhaka – Hatikamrul – Jessore – Mongla	788	675	110		3	
Total		1,806	1,188	584	2	11	21
Percentage		100	65.8	32.3	0.1	0.6	1.2

Chart 1: status of the Asian Highway in Bangladesh



map 3.2.1 Asian highway networks



map 3.2.2 Asian highway network in Bangladesh

3.3 Connectivity

India's links with Bangladesh are civilizational, cultural, social and economic. There is much that unites the two countries – a shared history and common heritage, linguistic and cultural ties, passion for music, literature and the arts. This commonality is reflected in our multi-dimensional and expanding relations. India and Bangladesh's geographical locations complement each other and present an opportunity for both to further develop their connectivity links and economies. India and Bangladesh share 4094 kilometers of land border, with India surrounding Bangladesh on three sides, the last part opening to the Bay of Bengal. High-level exchanges, visits and meetings take place regularly alongside the wideranging people-to-people interaction. The landmark visits of the Prime Minister SheikhHasina to India in January 2010 and the Prime Minister Manmohan Singh to Bangladesh in September 2011 have opened a new chapter in our bilateral relations with Bangladesh. The visit of President Pranab Mukherjee to Bangladesh in March 2013, on his first trip abroad since assuming this post, reflects the highest importance

that Government of India attaches to its relationship with Bangladesh, which is based on the principles of equality, partnership and mutual growth. Smt. Sushma Swaraj's first "stand-alone" visit to Bangladesh as the External Affairs Minister in the last week of June 2014 had provided further momentum to the close and friendly relationship between India and Bangladesh.

Recently Indian Prime Minister Narendra Modi's visited Bangladesh in June 2015 strengthened the bond. To improve connectivity, The two countries signed 22 agreements to link their economies and walk together down the path of development, as Modi described it at a speech at the Dhaka University. The two countries signed different type of protocol on inland water transit and trade that will boost intra-regional trade. Bangladesh too stands to gain from this, with access to Nepal and Bhutan through Indian territory. The two countries will soon be part of a new regional arrangement among Bangladesh, Bhutan, India and Nepal that allows motor vehicle transit among the four countries.

3.4 Economic corridor

Transport and economic activity are inextricably bound with each other. Transport corridors are a set of routes that connect the economic centers within and across countries. A transport corridor encompasses several centers of economic activity. Subregional transport corridors connect to a regional transport system from urban areas in a country. Upgrading transport and energy infrastructure brings in investment to a region, initially into sectors where there is potential to develop projects. Subsequently, connectivity and growth attract investments in related sectors. Thus, a transport corridor in a geographic space is enhanced with improved infrastructure and logistics, and grows as an economic corridor. The economic corridor approach emphasizes the integration of infrastructure improvement with economic opportunities such as trade and investment, and it includes efforts to address the social and other outcomes of increased connectivity.

3.5 LC declaration

The government has declared 13 land customs (LC) stations as "Land Ports". Mainly 3 government agencies are involved in the LC stations.

-- Bangladesh Customs under the National Board of Revenue

-- Bangladesh Sthala Bandar Kartripakhsha (BSBK)

--Bangladesh Rifles (BDR

BSBK has the mandate to provide cargo handling and storage facilities in the land ports to facilitate collection of customs revenues, on the imports from Indian and Myanmar. The revenues are collected by the Bangladesh Customs, BDR checks unauthorized access of contraband goods and illegal trades through the land ports and adjacent border areas. Currently, BSBK has 13 land ports as illustrated in the map.Land ports are

-- Banglabandha

-- Akhaura

-- Burimari

-- Bibir Bazar

-- Birol

-- Darsana

-- Hili

-- Bhomra

-- Halughat

-- Benapole

-- Tamabil

-- Teknaf

-- Sonamasjid

Bangladesh Land Port Authority (Bangladesh Sthala Bandar Kartripaksha) came into being under Bangladesh Sthala Bandar Kartipaksha Act, 2001 (Act 20 of 2001) to make Import and Export between Bangladesh and neighboring countries easier and better.

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.

3.6 Current situation of Bangladesh

Bangladesh is a developing country that is classified as a Next Eleven emerging market and one of the Frontier Five. According to a recent opinion poll, Bangladesh has the second most pro-capitalist population in the developing world.^[13]

Between 2004 and 2014, Bangladesh averaged a GDP growth rate of 6%. The economy is increasingly led by export-oriented industrialization. The Bangladesh textile industry is the second-largest in the world. Other key sectors include pharmaceuticals, shipbuilding, ceramics, leather goods and electronics. Being situated in one of the most fertile regions on Earth, agriculture plays a crucial role, with the principal cash crops including rice, jute, tea, wheat, cotton and sugarcane. Bangladesh ranks fifth in the global production of fish and seafood. Remittances from the Bangladeshi diasporas provide vital foreign exchange.

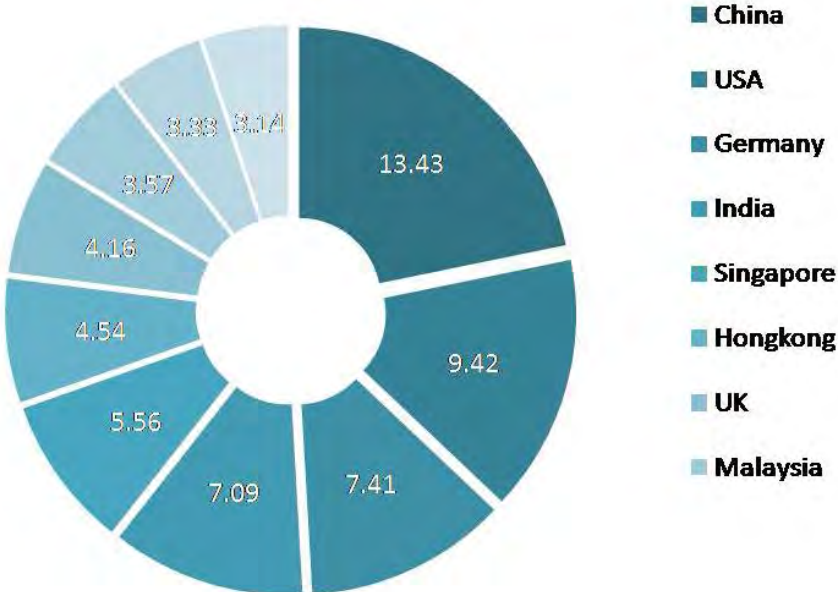


Fig 3.6.1 percentage of total trade

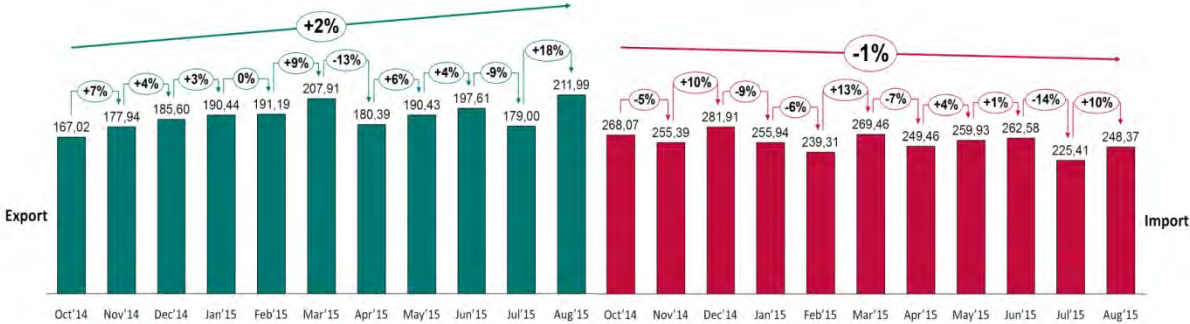


Fig 3.6.2 cumulative annual growth rate according to WB

Chapter 4 Contextual analysis

4.1 Comparison with the nearest landport

Banglabandhalandport is 11km away from Kangchenjunga (3rd highest mountain in the world), 10.8km from Siliguri city, 58km from Darjeling, 61km from Nepal, 68km from Bhutan. Where else Burimarilandport is 78km from Siliguri, 150km from Darjeling, 104km from Nepal, 100km from Bhutan.

4.2 Contextually potentiality

The geographical proximity of the borders of India, Bangladesh, Nepal and Bhutan make the port location important among all. This port offers an enormous potential not only for boosting sub- regional trade but also for promoting tourism. Highway road is available from Panchagarh to Banglabandha land port and the distance is about 60 km to reach the port site.

4.3 Location of landport

The present location of the port is .68km away from the Indian port which will be a long distance for pedestrians. As the land port authority is searching area for future extension, it is recommended the area should be extended along the border side.

Chapter 6 Programme and development:

6.1 Rationalization of the programme

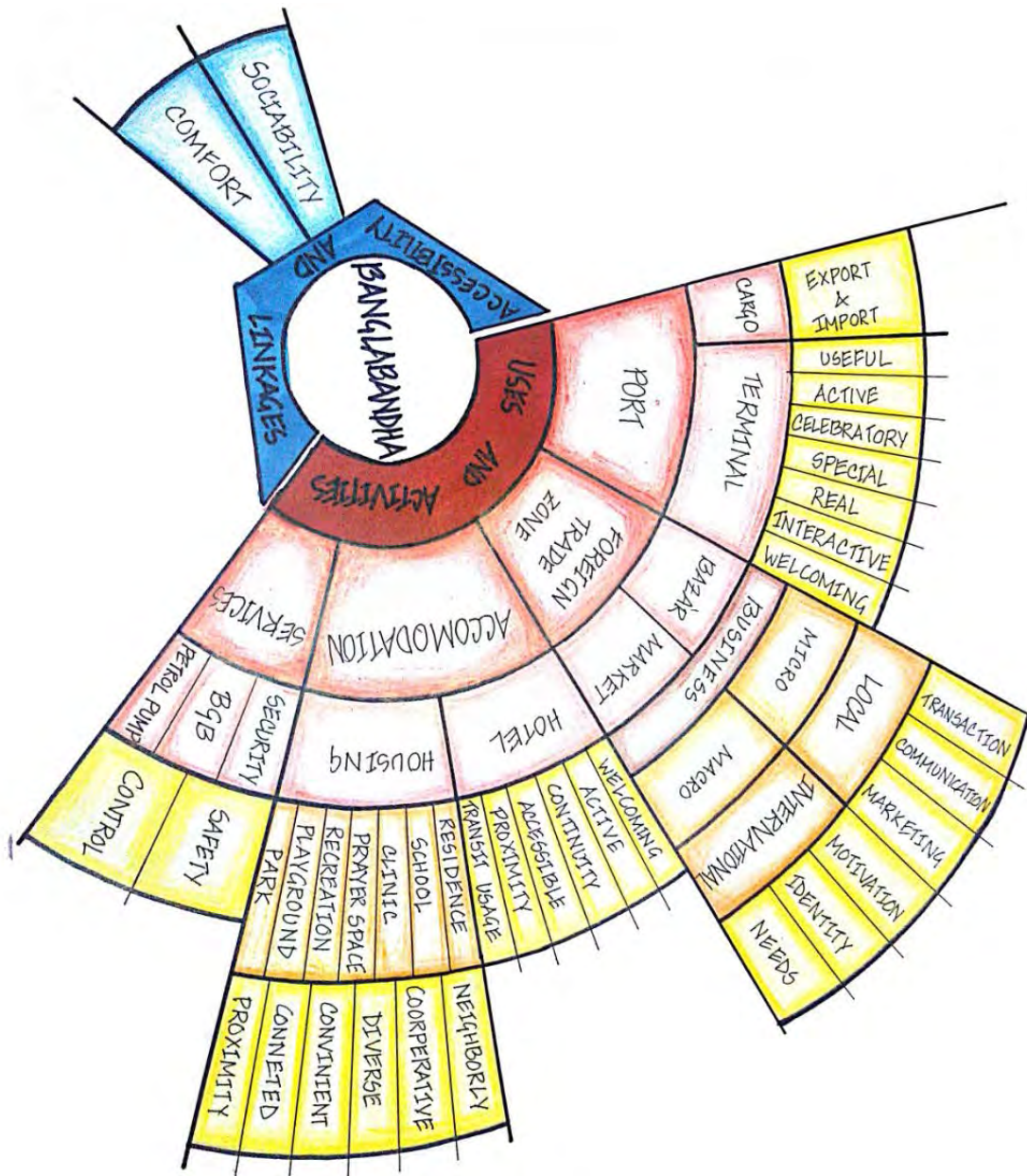


fig 6.1: programme rationale

a) port

a.1) For departure passengers

Serial no.	Detail function	Sqft
	Concourse visitors & passengers(bus)	10000
	Lobby lounge	12000
	Immigration counter	2500
	Customs	1200
	Health department	1000
	Check-in-counter baggage	2000
	Storage for seized goods	1200
	Toilet(male & female)	1200
Circulation		8000
Total		

a.2) For arrival passengers

Serial no.	Detail function	Sqft
	Concourse visitors & passengers(bus)	10000
	Lobby lounge	8000
	Immigration counter	2500
	Customs	1200
	Health department	1000
	Check-in-counter baggage	2000
	Storage for seized goods	1200
	Toilet(male & female)	1200
Circulation		8000
Total		

a.3) Ancillary Facilities

Serial no.	Detail function	Sqft
	Bank	2500
	Money exchange	500
	Duty free shops	500
	Storage for left and found baggage	200
	Restaurant	500
	Prayer hall	500
	Snack bar	500
	Newspaper stand	200
	Phone/fax	200
	Tourist information	500

Circulation	800
Total	

a.4) Cargo section

Serial no.	Detail function	
	custom section	offices
		Ticket/clearance counter
		Warehouse(open and shaded)
	Plant quarantine	Check in counters
		laboratory
	Parking & Drivers canteen	8 tracks

b) FTZ

b.1) border haat

b.2) trade market

c) Accommodations

c.1) hotel

c.2) housing

d) Services

d.1) security

d.2) BGB

d.3) Petrol pump

Chapter 7 Conceptual stage and design development

7.1Dev I establishing connection through routes



fig 7.1: international connection through land with Bangladesh

7.2Dev II strategic planning

Primarily strategies are done considering the weekly border haat location in the zero point and the existing Asian highway. The border zone is selected for the economic hub and the immediate zone is the port location and then the services and the housing.

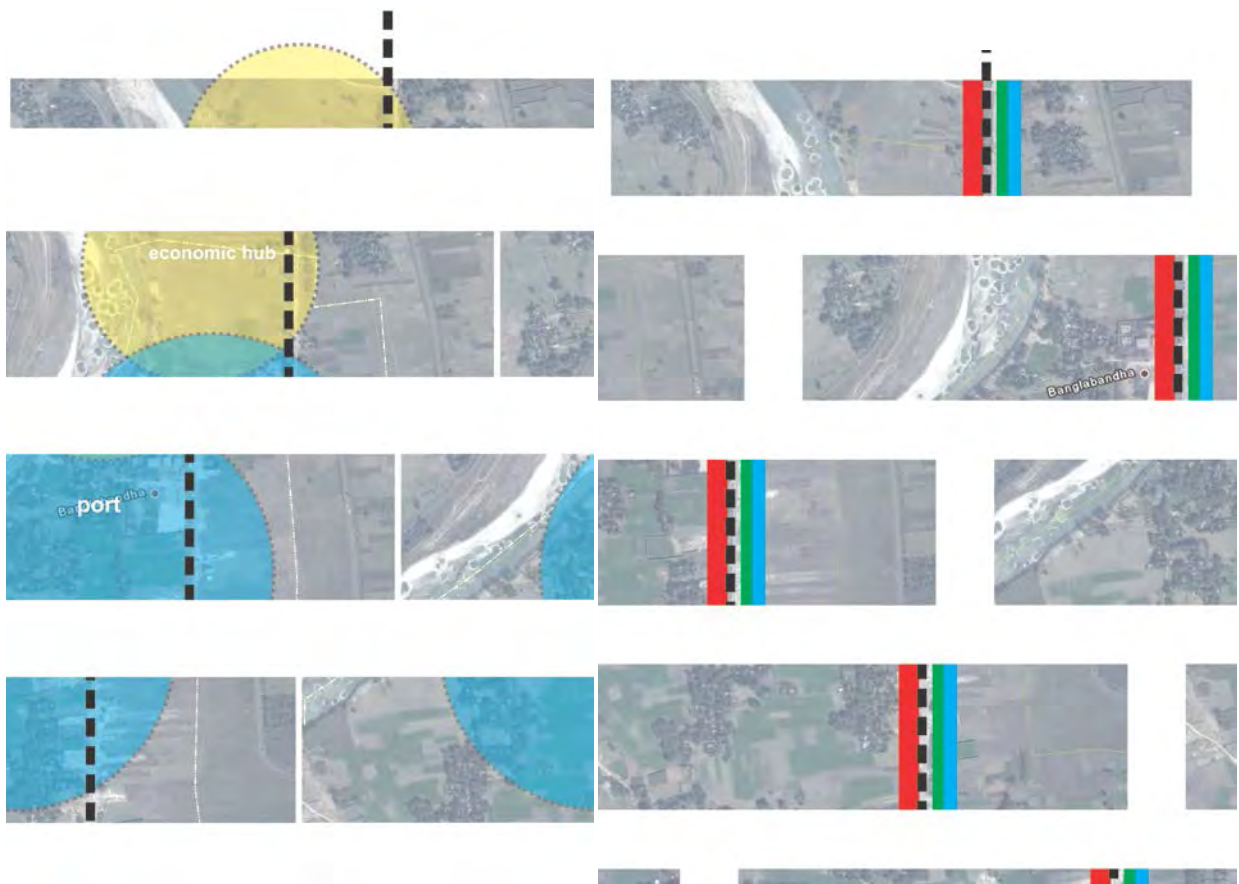


fig 7.2.1: strategic plan

fig 7.2.2: circulation pattern

7.3Dev III Zoning Considering the strategic plan of functions and circulation the total zoning is derived.

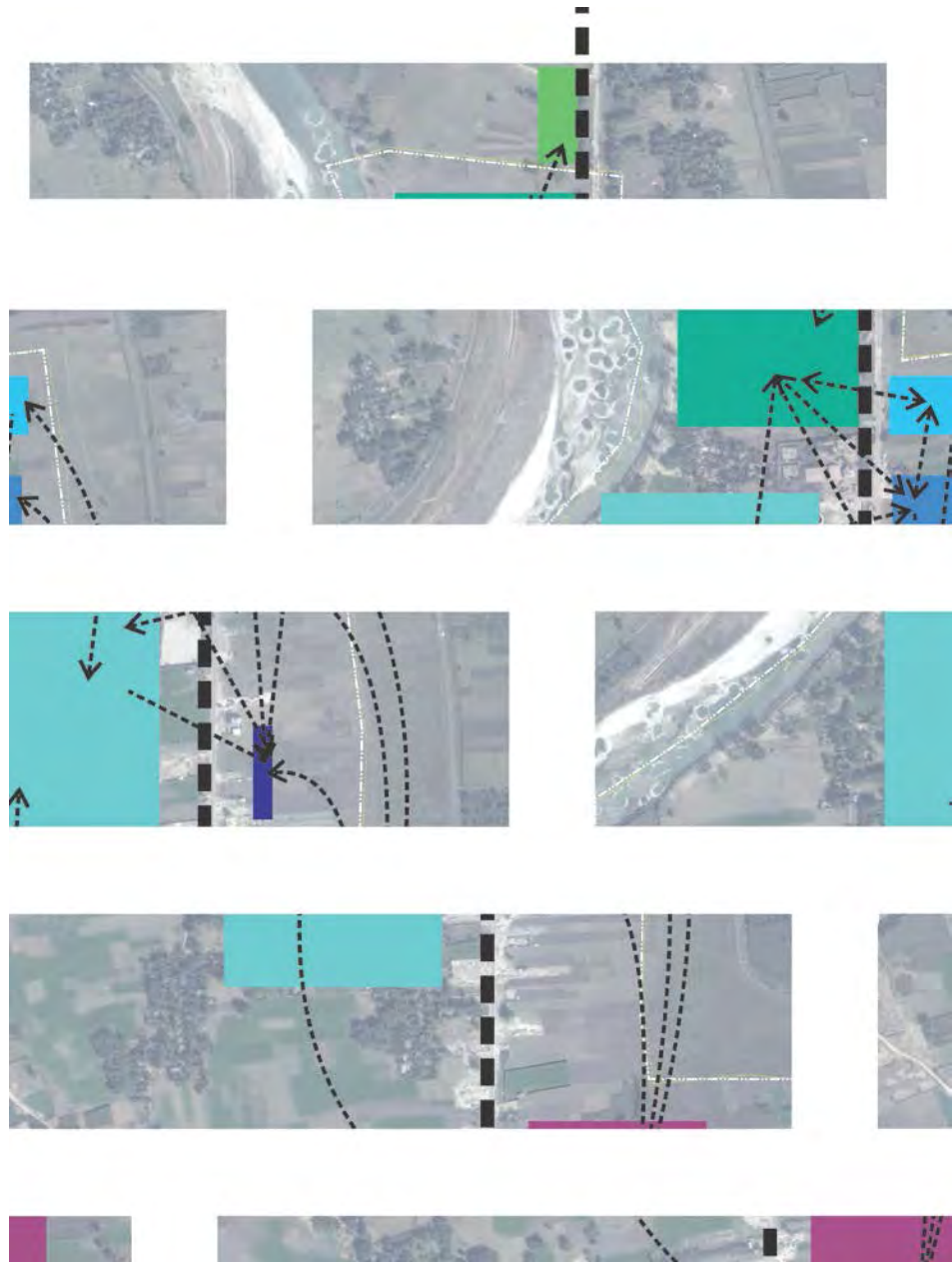


fig 7.3: zoning and connections

7.4Dev IV Masterplan development



fig 7.3: master plan of Banglabandha economic zone

Conclusion

Financial and industrial globalization is increasing substantially and is creating new opportunities for both industrialized and developing countries. The largest impact has been on developing countries, who now are able to attract foreign investors and foreign capital. This project will work as catalyst of our running economic activities to the next level.

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