



BANBASA LAND PORT

2025

DESIGN

COMPETITION



**Land Ports Authority of India
Department of Border Management
Ministry of Home Affairs**



Conducted by Council of Architecture



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Land Ports Authority of India

A. LPAI genesis&evolution

Government of India, through Ministry of Home Affairs, established Land Ports Authority of India (LPAI) as a statutory body under the Land Ports Authority of India Act, 2010. It is mandated under LPAI Act, to develop, sanitize, operate and manage the state-of-the-art-facilities (Land Ports) for cross-border movement of passengers and goods at designated points along the international borders of India. The development of state-of-the-art facilities at the remote but strategically important passenger and trade transit locations is undertaken by the Land Ports Authority of India.

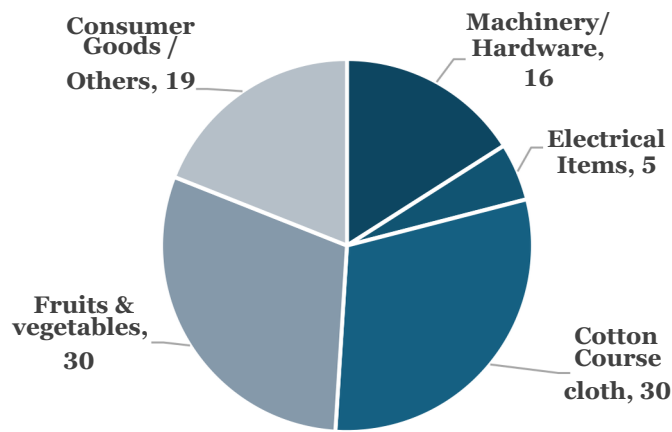
Land Ports provide enabling infrastructure to bring all stakeholders under one roof, including but not limited to, Customs, Immigration, Border Guarding Forces (BGFs), Plant and Animal Quarantine, Land Port Health Units and Food safety and standards Authority of India (FSSAI).

Since its inception in 2012, LPAI has been undertaking large scale development for establishing 89 land ports located at Bangladesh, Nepal, Bhutan, Myanmar and Pakistan border. The development of 89 land ports has been structured in three phases. Phase-1 comprises of 26 land ports out of which 15 are currently operational, 3 are under construction.

B. Banbasa Land Port

- i. **Design site regional context** Banbasa, a census town in Champawat district of Uttarakhand, is situated approximately 238 km from Dehradun. The state shares international borders with China (Tibet) in the north and Nepal in the east. It is strategically located near key districts such as Udham Singh Nagar, Pithoragarh, and Almora in Uttarakhand, as well as Bareilly and Pilibhit in Uttar Pradesh. The surrounding has two ICDs and Warehouse.
- ii. **Location:** The Land Port is in the Champawat District in Uttarakhand, near to the zero line, and is pre-dominantly used by the international travellers for entering into Nepal. LPAI has prepared Detailed Project Report and identified 0.41 hectare of land for development of Land Port Banbasa. The identified site is rectangular in shape. It has been selected keeping in mind the proximity to Asian Highway 2 and on the other side, the Government of Nepal has also selected mirror land port location for development of land-port. Forest clearance has been obtained and mutation is underway. Refer Annexure 1 & 2 for site location and Site image and KMZ file uploaded as Map 1.
- iii. **Regional Economic Activity:** Pharma & Medical cluster are located in the Udham Singh Nagar, Nainital, Almora and Pilibhit districts of Uttarakhand and Uttar Pradesh. Further, under one district one product scheme, Champavat Nainital and

Udham Singh
Nagar District
have identified tej
patta & spices,
fruits juice, and fruits
& vegetables as their
product.
Hence, it may
form some of the
major components of
export in the future.



Banbasa LCS Export

Some of the major export items include Fresh Fruits, Green Vegetables, Potatoes, Stationary, Male goats, Onions, Fabrics, Footwear, Machine & Machinery parts, Hardware goods, Automobile parts, Agricultural machine & tools, Tractor trolley, E-rickshaws. Imports items include Handicrafts, Essential Oils, Nepali Jari –Boti, soapstone powder. Refer Annexure 3 & for regional economic activity detail and Annexure 4 for cargo & passenger movement detail.

C. Design competition detail

- i. **Design Context:** For secured and ease of traffic movement land ports are essentially located on zero Line of the country border and close to the mirror land port of other country. Banbasa town has forest spread across its area and the land port falls within the forest land. LPAI in order to protect eco – sensitive area invites innovative design ideas for Banbasa Land Port to enhance land port functionality with regional cultural identity keeping its natural environment intact.
- ii. **Design Competition Objective:** It seeks to recognize and promote creative, context-sensitive, sustainable and implementable design solutions that contribute to the city's visual appeal and usability.
- iii. **Design Requirement:** Concept Design of the following
 - a. Overall Land Port Master Plan with broad circulation plan
 - b. Sustainable building design incorporating region-specific cultural elements
 - Passenger Terminal cum Administrative building,
 - Cargo Terminal cum plant quarantine building
 - Passenger entrance gate
 - Cargo entrance gate

The design to include sustainability principals and use environment friendly material and try to preserve the area as far as possible.

- iv. **Design Component for the Master Plan:** Land Ports to have following components:

Sr. no	Description	Nos.	Remarks
1	Passenger Terminal Building (PTB)	1	Passenger amenities and regulatory Government Agencies
2	Cargo Terminal Building (CTB)	1	Driver amenities and regulatory Government Agencies
3	Administrative Building	1	For offices of all Partnering Government Agencies, Control room, Server room, Conference room, etc.
4	Import/Export Sheds/Seizure Shed & Unbonded Warehouse	1	
5	Trans-shipment Yards	1	
6	Fire Station	1	Designs to be as per National Disaster Management Authority (NDMA) & MES guidelines
7	Weigh Bridge	2	
8	Rummaging Shed	1	
9	Plant and Animal Quarantine Labs	1	
10	Accommodation		Includes Accommodation for BGF and other stakeholders as per deployment
11	Service Block		Electrical Substation, Sewage Treatment Plant (STP), Water Treatment Plant (WTP), Pump House, Heating Ventilation & Air Conditioning (HVAC), Rainwater Harvesting, Internal & external lighting, Smart Garbage disposal systems, Public Health Engineering and Drainage
12	Hazardous Material Storage area	1	Area will be determined as per traded goods.
13	Parking Areas		Separate for Import side vehicle movement and Export side vehicle movement, Covered parking, Vehicle parking, roads,

Sr. no	Description	Nos.	Remarks
			dead spaces and walkways
14	Watch Towers (G+1)	4	As per site requirement
15	Full Body Truck Scanner	1	
16	Fumigation Shed	1	Taken under Miscellaneous components
17	Open Storage Area	1	As per Site requirement
18	Land Port Health Unit	1	Part of PTB
19	Solar Panels/Plants	1	As per Ministry of Non- Renewable Energy (MNRE) Guidelines
20	Landscaped area		As per Town and country planning norms
21	Security Wall		As per security requirement
22	Open spaces		As per NBC guidelines
23	Setbacks		As per NBC Guidelines

The design to incorporate the norms for the development of Infrastructure & facilities in Land Ports published by Land Ports Authority of India enclosed at **Annexure – 5**.

a. Banbasa land Port overall area design (Master Plan)

Component	Total Area
i. Total Land Port Area	84 Acres
ii. Green Cover	10 Acres

b. Concept design of building

Component	Area
i. Passenger Terminal cum Administrative building (ground +first floor)	4500 sqm
ii. Cargo Terminal cum plant quarantine building (ground +first floor)	4500 sqm
iii. Passenger entrance gate (ground +first floor) (2 nos/ 226 sqm each floor)	904 Sqm
iv. Cargo entrance gate (ground +first floor) (2 nos/ 226 sqm each floor)	904 Sqm

A. Design Scope: The land port design plan to be prepared keeping that it should cater to traffic and passenger upto 2070 hence design horizon year is 2070. The participants are required to submit following documents, drawings & estimates as part of their submission.

- Detailed site analysis report.
- Concept plan of environmentally sustainable design principals and regional architectural. Concept Designs to be represented through 3D videos.
- Prepare sketches, diagrams to explain the concept and possible two design options.
- Prepare design briefs and area plan. 03 nos. each A2 sized drawings (42 x 59.4) in Landscape format (Plans, Elevations, Sections, or any other detail to explain design concept and softcopy in PDF format).
- Undertake preliminary selection of materials and finishes. Documentation in support of usage of eco-friendly, recyclable or locally available materials along with usage of local traditional and architectural style.
- Preliminary cost estimate based on the concept plan.

D. Design competition guideline

Submissions should be original, feasible, and responsive to the site context, while aligning with LPAI's broader development vision.

i. Eligibility

a. Participation eligibility

- **Student:** final year architectural / planning students or students who have passed college in last 5 years or architects who may have taken break may also apply as students. If applying as students, then students must be registered with CoA. Students can apply as individual or team.
- **Architecture / Planning colleges** comprising a team having a combination of faculty member and students.
 - o Director / Dean of the college/ department to endorse the participation of the team.
 - o One college one team policy will be followed.
 - o Project Experience: team member to have experience of 1 of the following is desirable:
 - Taken GRIHA/ LEED/ IGBC certified highest rating (desirable)
 - Experience with respect to development of transportation hub like land ports / Interstate Bus terminal / multi- modal logistic

hub / airport.

- Experience with respect to development of urban project like district centre / shopping mall / convention center / sports complex.

- Architectural firms registered and practising can also participate.

o Registration certificate may be provided.

o Project Experience: Firm to have experience of 1 of the following is desirable not mandatory:

- Taken GRIHA/ LEED/ IGBC certified highest rating for project (desirable)
- Experience with respect to development of transportation hub like land ports / Interstate Bus terminal / multi- modal logistic hub / airport.
- Experience with respect to development of urban project like district centre / shopping mall / convention center / sports complex.

b. Team Size

- Team to have maximum 5 participants in total and it is desirable to have following expertise
 - o Team Leader be an Architect
 - o Construction Expert should be Civil Engineer.
 - o Team should have Transport Planning and Environment Planner expert.

ii. Design Competition schedule

Sr. No.	Detail	Dates
1	Launch of Design Competition	19th September 2025, 07:00 pm
2	Registration Start Date	16th September 2025, 07:00 pm
3	Registration Open till	17th November 2025, 07:00 pm
4	Seeking Clarification	15th October 2025
5	Clarification on Design Competition	20th October 2025
6	Online submission of concept design	17th November 2025
7	Round 1: a. Qualification screening Evaluation of technical details of firms based on eligible criteria (to be carried out by LPAI/associated organization)	25th November 2025

Sr. No.	Detail	Dates
8	Round 1: b. Design Shortlisting Evaluation of Designs submitted by teams (to be carried out by Jury members)	27th November 2025
9	Announcement of shortlisted teams for round 2	28th November 2025
10	Round 2: Presentation of shortlisted teams Presentation time: 15 min Question & Answers: 15 Min This is to be carried out in offline mode in Delhi NCR. Qualifying team to make their own travel arrangements	5th December 2025
11	Announcement of Winner & Award Evening	9th December 2025

iii. Design Evaluation

- Design team qualification to be confirmed by LPAI based on proof submitted by the team.
- The jury may comprise of maximum 05 members from the fields/ institutions/ ministries to select the best award.
- Jury member to form evaluation criteria for round 1 and round 2.

iv. Jury Composition

- The Jury member may consist of a combination of Academic and industry experts having experience in logistic designing, transport planning, architect, environment planning, construction, finance, infrastructure planner & management. Total number of Jury member to be minimum 3 and maximum 5 depending on the number of entries received.

v. Submission detail

- All entries are to be in English only. The anonymity of the entrants is to be ensured. The architect's name or participant's name should not be mentioned in any of the submission documents, else the entry shall be summarily rejected.
- Each document to mention the reference code received during registration on the bottom right corner.
- Submission can be done in PDF only along with Concept Note

vi. Prize & Award:

Particular	Prize Money
Winner prize money	Rs. 5,00,000/-
Runner Up Prize money	Rs. 3,00,000/-

- Winners will also be handed over trophies and certificates
- Winning entries will feature in LPAI website, publications and social media handles.

vii. Intellectual Property Rights and Confidentiality

- The Intellectual Property Rights of the ideas / concepts and the submitted design shall vest with the author, however, LPAI shall have the right to use the ideas / concepts and the submitted design(s) by the winners, with or without modifications as deemed fit by LPAI, in part or full.
- The participants shall treat all the information provided by LPAI for the purpose of this design competition to be confidential and shall not disclose the same with anybody without taking prior written permission of LPAI. LPAI obligations will remain valid during the tenure and even after the completion of the said Competition.
- LPAI has rights to cancel, extend/reject the Design Competition without any reason at any appropriate time.

viii. Disclaimers

- LPAI shall not be responsible or liable for any erroneous, damaged, destroyed, lost, late, incomplete, illegible and misdirected Entries, or any damage or loss arising from, connected with, or relating to the Competition, the submission of Entries to the Competition, participation in the Competition, regardless of the cause or any fault by the Organizer or the Jury Panel or any person concerned for whom any of the above mentioned are responsible, and notwithstanding that any of those persons may have been advised of damage being incurred.
- LPAI may at its discretion cancel, modify or suspend the Competition. The participants shall not be entitled to any compensation because of such cancellation, modification or suspension of the Competition.
- LPAI employees / advisors / representatives or consultants make no representation or warranty and shall have no liability for any of the participants under any law, statute, rules or regulations for any loss, damage, cost or expense which may arise from or be incurred or suffered on account of anything contained in this Competition Document.

Annexure 1: Site location



Annexure 2: Site Image

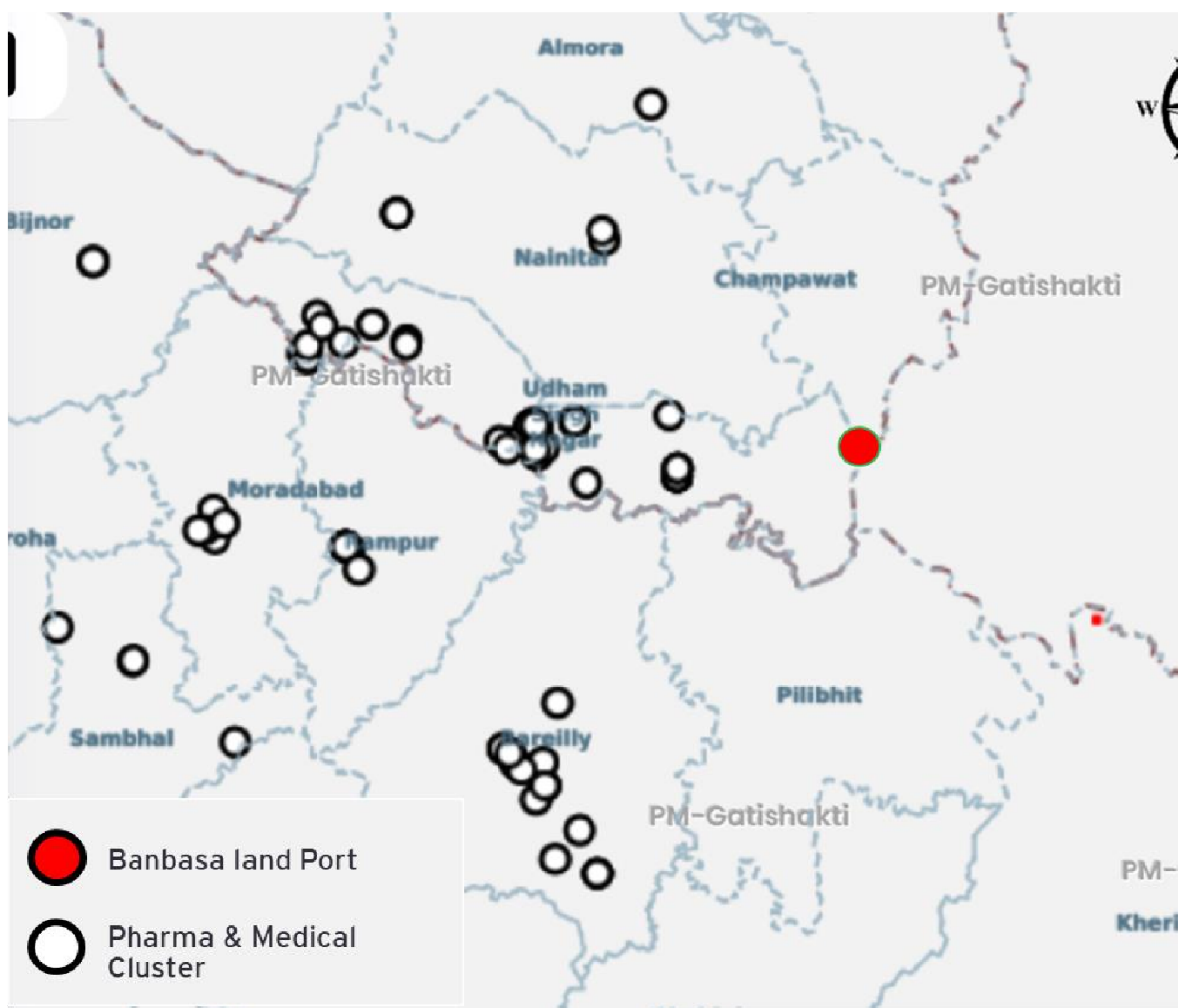


KACCHA ROAD



FOREST

Annexure 3: Regional Economic Activity Maps



Annexure 4: Cargo and Passenger Movement

Cargo Vehicle	2025	2030	2035	2040	2045
Daily Export Traffic	12	16	23	31	39
Daily Import Traffic	1	1	2	3	3
Daily Trans-shipment	-	46	76	84	92
Daily Total	13	63	101	118	132

Average Daily Passenger Movement					
Year	2025	2030	2035	2040	2045
Daily Pass	2200	2475	3011	3663	4457
Foreign Passenger (Annual)					
Year	2025	2030	2035	2040	2045
Annual Pass	4500	5717	8712	1176	14451



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