

Assessment Of Infrastructure And Trade At The Land Customs Stations On The India-Bangladesh Border



Unnayan Shamannay

ASSESSMENT OF INFRASTRUCTURE AND TRADE AT THE LAND CUSTOMS STATIONS ON THE INDIA-BANGLADESH BORDER

First Published January 2020

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Published by Unnayan Shamannay with the financial support of High Commission of India, Dhaka under the project entitled 'Assessment of Infrastructure and trade at the Land Customs Stations on the India-Bangladesh border'. The views expressed here are those of Unnayan Shamannay and can therefore in no way be taken to reflect the positions of High Commission of India, Dhaka.

Acknowledge

The report is the final outcome of the dedicated efforts of a number of individuals, groups, stakeholders and agencies, who have shared their information, experience and suggestions to make it worthy.

Agencies

Bangladesh Land Port Authority (BLPA), National Board of Revenue (NBR), Bangladesh Bank, Bangladesh Bureau of Statistics (BBS), High Commission of India (HCI)

Contributors

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Acronyms

ATM	:	Automated Teller Machine
BCP	:	Border Crossing Point
BGB	:	Border Guard of Bangladesh
BLPA	:	Bangladesh Land Port Authority
BOT	:	Build, Operate and Transfer
DPP	:	Development Project Proposal
FY	:	Fiscal Year
GOB	:	Government of Bangladesh
ICP	:	Integrated Check Post
KII	:	Key Informant Interview
LCS	:	Land Customs Station
MT	:	Metric Ton
NBR	:	National Board of Revenue
SRO	:	Statutory Regulatory Order

EXECUTIVE SUMMARY

As Bangladesh progresses in terms of building trading partnership and connectivity aspects, the global trade stood at 38.2% of its GDP in 2018 (World Bank). Bilateral trade between India and Bangladesh increased to US\$9.3 billion in 2018 with the growth of 24% compared to preceding years. The interesting evidence is that 50% trade between India and Bangladesh are happening through the land ports. Hence, these land ports between the mentioned countries are very important for the faster trade. However, the pressing question is that the conditions of the current infrastructures on the ports and land customs stations (LCS) areas is the up to mark as per requirement of trade.

In this context, the Indian High Commission in Dhaka has commissioned this study to Unnayan Shamannay (a non-profit think tank based in Dhaka) to conduct an assessment of Infrastructure and trade at the Land Customs Stations on the India-Bangladesh border.

This study tries to investigate the current conditions of the existing as well as the functional ports and LCSs between India and Bangladesh, trade and passenger movements' scenario. This study also pointed some ports/LCSs specific suggestions for increase trade dynamics through these crossing points.

The study based on the reviews of the selected literature, sourcing secondary information from different government agencies, field survey from functional LCSs and Ports and site observations. study primarily focused on the land connectivity with India through LCS or land ports and its functionality, researchers have excluded the functional river ports under land port authority (BLPA) and NBR; land port or LCS with Myanmar; and non-functional LCSs as well as land ports.

There are about 184 LCS points (as per the SRO no. 237 of National Board of Revenue, Bangladesh) between India and Bangladesh. Among them, 23 LCSs were declared as 'land port' where one land port is between Bangladesh and Myanmar. Indeed, out of all types of BCP, 20 points are currently operational or seasonally functional for passengers and goods movements. Finally, 20 LCSs were selected for the field survey.

The study explored the list of the functional LCSs between India and Bangladesh borders and figured out the passengers' movement situation from LCSs, ports/LCSs specific trade scenarios, major trade items etc. Apart from these, the physical infrastructure assessment of operational LCSs through field survey were presented.

As part of the exercise, a ranking of the ports is produced based on the trade dynamics, warehouse and storage capacity, connectivity, immigration facilities, banking services, security arrangement, and scope of future expansion. Ranking exercise revealed that Benapole topped among the functional ports with the outstanding total score of 92.5, which was followed by Bhomra with score of 74.5. The third, fourth and fifth were secured by Hili (score 69), Sonamasjid (score 66) and Burimari (63.5) respectively. On the other hand, Tamabil port positioned 6th with score 60.

The study produced the LCSs specific suggestions based on the physical infrastructure assessment, passenger movements, trade situation and ports specific rankings. Most of the ports requires wide approach roads, safety boundary walls, Close-Circuit camera for 24 hours, well-equipped passenger terminal for all of the LCSs excepts Benapole.

INTRODUCTION

Two neighboring countries, India and Bangladesh, are bordering more than four thousand kilometers of land. Both countries have inter-dependence due to the geographic position. Bilateral trade between India and Bangladesh increased to US\$9.3 billion in 2018 and this figure is 24% higher than that of the preceding year. The interesting evidence is that 50% trade between India and Bangladesh are happening through the land ports. Hence, these land ports between the mentioned countries are very important for the faster trade. However, the pressing question is that the conditions of the current infrastructures on the ports and land customs stations (LCS) areas is the up to mark as per requirement of trade.

In this context, the Indian High Commission in Dhaka has commissioned this study to Unnayan Shamannay (a non-profit think tank based in Dhaka) to conduct an assessment of Infrastructure and trade at the Land Customs Stations on the India-Bangladesh border.

OBJECTIVES OF THE STUDY

The overarching objective of the said study is to do a comprehensive assessment of the infrastructural capacity of the LCSs along the India-Bangladesh border along with analyses of the trade taking place via these LCSs. The specific objectives are as given below:

- Listing the currently available infrastrucutre for trade and passenger movement at the LCSs;
- Description of the bilateral trade (USD) via these LCSs during FY2016-17 and FY2017-18;
- Details of the items allowed for trade via each of these LCSs (importable into and exportable from Bangladesh);
- Passenger movement (number) via these LCSs during FY2016-17 and FY2017-18;
- Recommendations to improve infrastructure taking into account current situation and future potential.

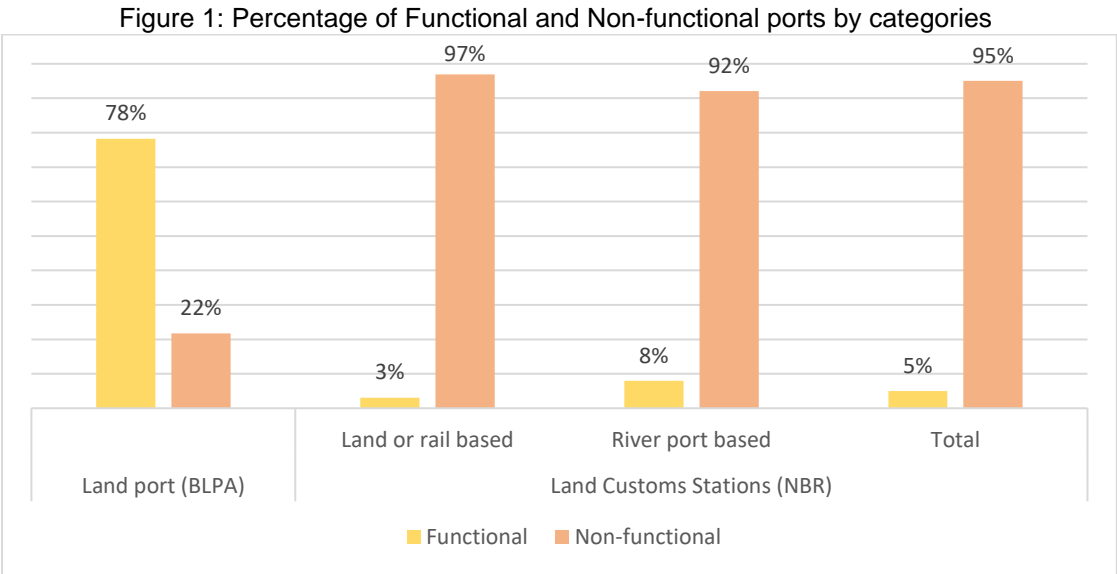
This current study tried to investigate the current conditions of the existing as well as the functional ports and LCSs between India and Bangladesh, trade and

passenger movements' scenario. This study also pointed some ports/LCSs specific suggestions for increase trade dynamics through these crossing points.

METHODOLOGY

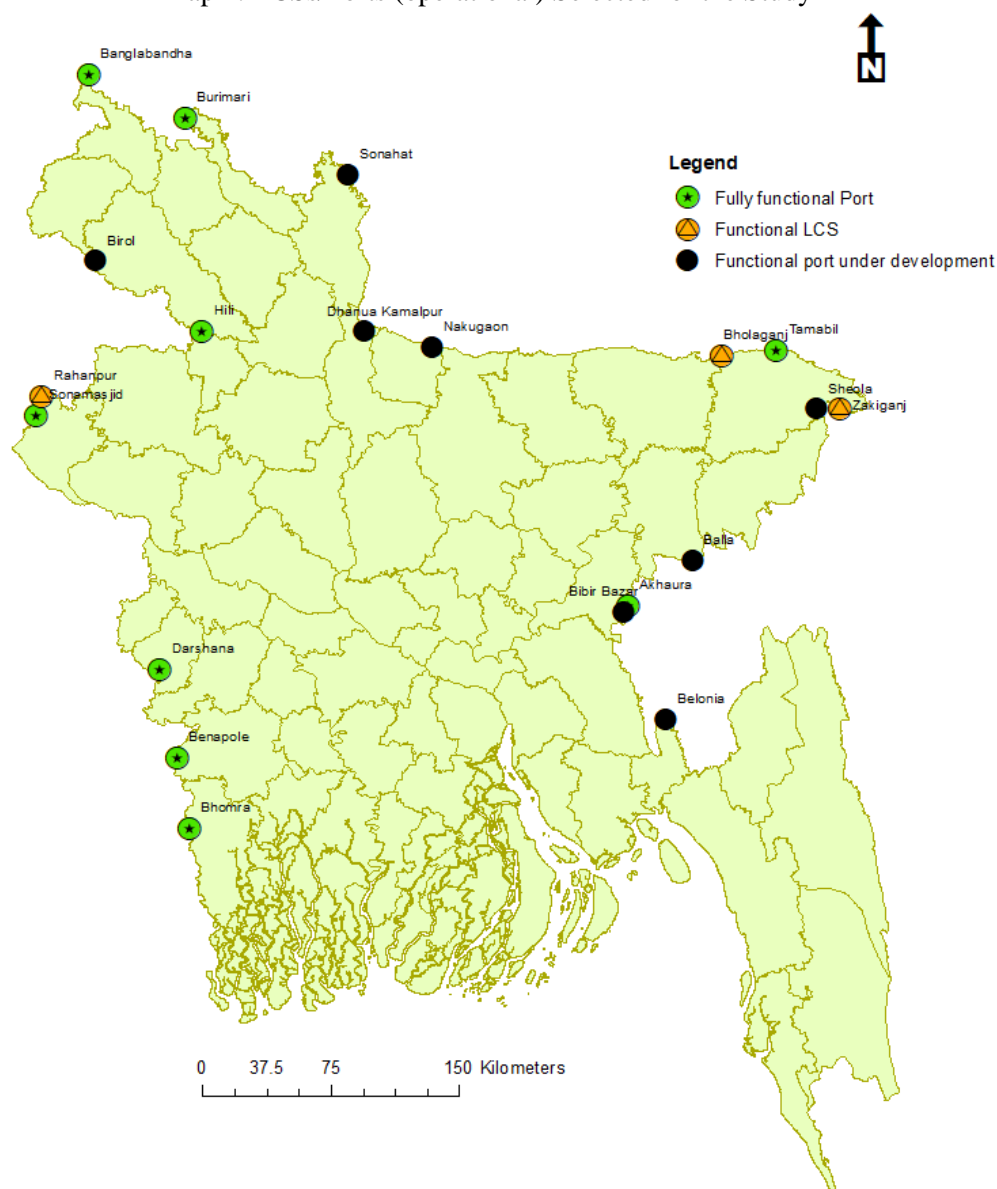
This study based on the reviews of the selected literature, sourcing secondary information from different government agencies, quantitative data collections and site observations. After reviewing the chosen literature, we have mapped the stakeholders who are most relevant for the purposes of the study. We have mapped out four relevant stakeholders-National Board of Revenue (NBR), Bangladesh Land Port Authority (BLPA), Bangladesh Police Special Branch, and Bangladesh Bank. Interviews (KII) were conducted to identify the list of the LCSs as well as land ports. Based on the interviews with relevant government agencies, LCSs and land ports were categorized into three types-functional, seasonally functional, and non-functional LCSs or land ports. It was also exposed from the interviews within the LCSs and land ports, some of them are river ports.

Since, our study primarily focused on the land connectivity with India through LCS or land ports and its functionality, researchers have excluded the functional river ports under land port authority (BLPA) and NBR; land port or LCS with Myanmar; and non-functional LCSs as well as land ports. Based on that, we have conducted a survey and site observation activities in those functional LCSs and land ports.



Upon examination, it was found that, out of 23 land ports (under BLPA), 18 land ports are currently functional (where one land port is bordering with Myanmar). On the other hand, out of 161 LCSs, 8 LCS points are fully operational (of which 5 LCSs are river ports). Therefore, researchers excluded the functional river ports and other land port (bordering with Myanmar) either under BLPA or NBR. Finally, we have conducted our survey in 20 BCP¹ (17 land ports and 3 LCSs).

Map 1: LCSs/Ports (operational) Selected for the Study



On the other hand, the LCSs specific trade related data were sourced from the Bangladesh Bank. In the survey, we have conducted key informant interviews

¹ BCP stands for Land Border Crossing Points

(KII) with customs officials, BLPA officials, plant quarantine officials, animal quarantine officials, fish quarantine officials, clearing and forwarding (C&F) agents, BGB officials, and local people for detail information from both side of the land border crossing points. In case of Indian side, our research team and enumerators tried to persuade Border Security Force (BSF) for collecting information but they didn't have the permission to share the information. Therefore, we had managed to collect the information from stakeholders of Bangladesh only.

LAND PORT AND LCS RELATED INFORMATION

This study looks into the formal existing border crossing points (BCP) of the Bangladesh-India border. Those BCPs can be classified in two types -(i) Land Customs Stations (LCSs) and (ii) Land Ports². The National Board of Revenue (NBR) is the government agency to look into the import and export of goods and products through LCSs by the Customs Act (1969). On the other hand, the 'land port' is controlled by the Bangladesh Land Port Authority (BLPA) by the Bangladesh Sthala Bandar Kartipaksha Act (2001). The immigration service through the LCSs, land ports and ICP is provided by the Special Branch of Bangladesh Police.

There are about 184 LCS points (as per the SRO no. 237 of National Board of Revenue, Bangladesh) between India and Bangladesh. Among them, 23 LCSs were declared as 'land port' where one land port is between Bangladesh and Myanmar. Indeed, out of all types of BCP, 20 points are currently operational or seasonally functional for passengers and goods movements.

Of the declared land ports, namely Benapole, Bhomra, Burimari, Akhaura, Nakugaon and Tamabil are being operated by own management of BLPA. On a contrary, Sonamosjid, Hili, Bibirbazar and Banglabandha Land Ports are being directed by Private Port Operators on BOT (Build, Operate and Transfer) modality. A Private Port Operator has also been appointed to develop and

² When LCS point is declared as Port, activities are governed under the Bangladesh Land Port Authority. But, when it is LCS only, the operation of the point is performed by NBR. On the other hand, India Land Port Authority (LPAI) is mandated to plan, develop, construct, manage and maintain Integrated Check Post (ICP).

operate Birol Land Port. The development of the remaining 11 land ports (Darshona, Belonia, Gobrakura-Koroitoli, Ramgarh, Sonahat, Chilahati, Tegamukh, Daulatganj, Sheola, Dhanua Kamalpur, Balla) is under process. Other than the land ports, there are about 3 LCSs currently in operation.

The list of land ports and operational LCSs (excluding river ports) are included in the following table:

Table 1: List of land ports and operational LCSs (excluding river ports)

S/N	LCS/Port name	Type	Location	
			Bangladesh	India
Group A: Fully functional port				
1.	Benapole	Port	Benapole, Sharsha, Jessore, Khulna	Petrapole, Bongaon, Chabbish Pargana, West Bengal
2.	Tamabil	Port	Tamabil, Goainghat, Sylhet, Sylhet	Dawki, Joyinta Hill, Shillong, Meghalaya
3.	Sonamasjid	Port	Sonamasjid, Shibganj, Chapai Nawabganj, Rajshahi	Mohodipur, Maldah, West Bengal
4.	Hili	Port	Hili, Hakimpur, Dinajpur, Rangpur	Basudebpur, Hili Ponchayet Samity, South Dinajpur
5.	Darshana	Port	Darshana, Damurhuda, Chuadanga, Khulna	Gede, Krishnanagar, Nadia, West Bengal
6.	Burimari	Port	Burimari, Patgram, Lalmonirhat, Rangpur	Changrabandha, Makliganj, West Bengal
7.	Bhomra	Port	Bhomra, Sadar Upazila, Satkhira, Khulna	Gojadanga, 24 Parganas, West Bengal
8.	Akhaura	Port	Akhaura, Akhaura, Brahmanbaria, Chittagong	Ramnagar, Agartala, Tripura
9.	Banglabandha	Port	Banglabandha, Tetulia, Panchagarh, Rangpur	Fulbari, Jolpaiguri, West Bengal
10.	Teknaf*	Port	Teknaf, Cox’s Bazar, Chittagong	Mungdu, Myanmar
Group B: Functional port under development				
11.	Sheola	Port	Sheola, Bianibazar, Sylhet, Sylhet	Shutarkadi, Karimganj, Assam
12.	Birol	Port	Birol, Birol, Dinajpur, Rangpur	Radhikapur, Kaliaganj, North Dianajpur
13.	Belonia	Port	Belonia, Chhagalnaiya, Feni, Chittagong	Bilonia town, Agartala, South tripura
14.	Balla	Port	Balla, Chunarughat, Hobiganj, Sylhet	Balla, Paharmura, Khoyai, Tripura
15.	Bibirbazar	Port	Bibirbazar, Sadar Upazila, Comilla, Chittagong	Simantapur, Rahindranagar, Sonamura, Sipahijala, Tripura

16.	Dhanua Kamalpur	Port	Dhanua Kamalpur, Bokshigonj, Jamalpur, Dhaka	Mahendraganj, Ampati, Meghalaya
17.	Sonahat	Port	Sonahat, Bhurungamari, Kurigram, Rangpur	Sonahat, Golokgonj, Dhubri, Assam
18.	Nakugaon	Port	Nakugaon, Nalitabari, Sherpur, Dhaka	Dalu Barengapara, Tura, Meghalaya
Group C: Non-functional port under development				
19.	Gobrakura-Koroitoli	Port	Haluyaghat, Mymensingh	Gachhuyapara, Meghalaya
20.	Ramgarh	Port	Ramgarh, Khagrachhari	Subroom, Tripura
21.	Tegamukh	Port	Barkal, Rangamati	Demagri/Kauyapuchiya, Mizoram
22.	Chilahati	Port (Only rail route)	Domar, Nilphamari	Holdibari, Cooch Behar, West Bengal, India
23.	Daulatganj	Port	Jibonnagar, Chuadanga, Khulna	Mazdia, Nadia, West Bengal, India
Group D: Operational LCS (except river ports)				
24.	Rahanpur	LCS	Rahanpur, Rahanpur, Chapainawabganj, Rajshahi	Singhabad, Maldah, West Bengal
25.	Zakiganj	LCS	Jokiganj, Jokiganj, Sylhet, Sylhet	Karimganj, Assam
26.	Bholaganj	LCS	Bholaganj, Companigonj, Sylhet, Sylhet	Bholaganj, East Khashi Hills, Meghalaya

Source: Field survey, Unnayan Shamannay (2019)

Other LCS points (including functional the river ports) are included in the annex of this report.

PORT SPECIFIC TRADE DYNAMICS

Following table shows that ports or LCSs specific trade data between India and Bangladesh in FY17 and FY18.

Table 2: Ports/LCSs specific trade between Bangladesh and India
(Figures in Million US\$)

Ports/LCSs	2016-17		2017-18		% of total trade	
	Import	Export	Import	Export	2016-17	2017-18
Benapole	2283.42	297.19	2495.25	380.67	68.41	57.28
Bhomra	389.02	82.99	560.24	96.99	12.51	13.09
Sonamasjid	293.17	8.76	520.34	17.56	8	10.71
Hili	131.96	3.47	427.64	1.99	3.59	8.56
Darshana	123.05	0	234.27	0.05	3.26	4.67
Burimari	17.88	29.9	98.8	48.7	1.27	2.94
Akhaura	0	25.08	0	37.76	0.66	0.75
Tamabil	16.48	1.15	19.04	1.6	0.47	0.41
Sheola	6.75	9.52	6.76	14	0.43	0.41

Banglabandha	6.33	0.85	14.9	0.21	0.19	0.3
Bibirbazar	0.73	10.39	0.1	14.92	0.29	0.3
Rahanpur	18.86	0	12.62	0	0.5	0.25
Bilonia	0	5.78	0	4.88	0.15	0.1
Bholagonj	3.41	0	4.3	0	0.09	0.09
Dhanuya Kamalpur	0.53	1.56	0.55	2.59	0.06	0.06
Sonahat	0.94	0.02	2.19	0	0.03	0.04
Jakiganj	2.32	0	2.01	0	0.06	0.04
Nakugaon	0	0	0	0	0	0
Balla	0	0	0	0	0	0
Biral	1.01	0	0.08	0.04	0.03	0

Source: Bangladesh Bank (2019)

It can postulate from the above table that trade in Benapole is the highest among all of LCSs or ports between India and Bangladesh. After that, Bhomra comes as second and Sonamasjid takes the third place in terms of value. When, we looked at the changes over the period, it was found that the Hili, Sonamasjid, Bhomra, Darshana took the share of Benapole land port due to the high congestion related time-cost. Therefore, the infrastructure facilities should be improved on those ports for the future trade potential.

MAJOR TRADE ITEMS

At present, overall 20 ports/LCSs are functional for trades. Principal trade items of the LCSs/ports are presented in the following table. List of allowable goods are presented in annex.

Table 3: Principal trade items in the functional LCSs/ports

	IMPORT ITEMS	EXPORT ITEMS
Benapole ICP	Cotton, chemicals, motor car, motorcycle, tyre tube, machinery & spare parts, food grains, fish, spices, sugar, egg, aluminum items, refrigerator, paper	Jute and jute goods, fish, soap, plastic goods, battery, construction materials
Bhomra Land Port	Fruits, onion, garlic, turmeric, dry chili, stone, rice, wheat, Cumin Seeds, dry fish, frozen fish, green cotton	Jute yarn, broom, plastic ware, rice bran oil, yarn waste, branded food items
Sonamasjid Land Port	Onion, boulder and stone, rice, maize, wheat, maize flour, wheat bran, mustard oil cake, Isabgol (Psyllium Husk), Cumin Seeds (Jeera), Candle wax, Ginger, Fruits, Cosmetic items	RMG, Palm Oil, Jute items, Plastic items
Hili Land Port	Onion, Stones, Sinamon, Zinger, Garlic, Rice, Chili, Dry Fish, oil cake, wheat, maze, various seeds, fish, Soyabean extraction	Crude rice bran oil, Pump, Molassage, Fishiing net, Cotton rags, Yarn,

Darshana Land Port	Boulder and Stone, Gypsum, Cement, Cement raw materials, fly ash, maize	Aromatic soaps, burn sugar
Burimari Land Port	Boulder and stone, lime stone, coal, telcom powder, railway slipper, fruits, wheat, maize, plywood, seeds, rice, seeds husk	Garments waste, cotton, plastic items, juice, chocolates, soaps, tissue, pran food products
Akhaura Land Port	Rice, Broom, Dry Fish	Boulder and Stone, Cement, Coal, Plastic items, Edible oil, dry fish, fresh fish, iron rod, sand, cotton, GI sheet
Tamabil Land Port	Lime Stone, Boulder and Stone, Coal, Sand Stone, Rema, fruits, Broom	RFL Plastic items and partex board and plastic doors
Sheola Land Port	Coal, fruites, zinger, dry fish, onion	Pran products, Pastic products, ceraic, Cotton , Mosquito net, tubewell, Paper, mollasage, cement, fatty acid, coastic soda, melamine products
Banglabandha Land Port	Boulder and Stone, Pulse, flatten rice, railway slipper, machinaries, maize, fruits	Dry cell batteries, Plastic items, soft drinks, jute ware, runner motorcycle, garments waste, RMG
Bibirbazar Port	Bittle leafs, Wood apple, Temerand, CNG parts	Semai, Stone, Rice husking mechine, Brick crusher mechine, Plastic products, pran juice, Soap, PVC door, Fresh coal, Warm clothes, cement, Tin, Tiles, Tissue paper.
Rahanpur LCS	Boulder and Stone, Fly ash, Diesel, mustard oil cake, rice, wheat, maize, poultry feeds, ginger	None
Bilonia Land Port	N/A	Cement, Coal, Mosquito net, fishing net,
Bholagonj LCS	Lime Stone, Boulder and Stone	None
Dhanuya Kamalpur Land Port	Boulder and stone, fruits, ginger	Cotton waste, Cement, Mosquito net, plastic items, RFL doors
Sonahat Land Port	Boulder and Stone, coal	None
Jakiganj LCS	Zinger, fruites	N/A
Nakugaon Land Port	Boulder and Stone, Coal	Cement, Mosquito net, Plastic items, palm oil
Balla Land Port	Fruits	Cement, Jute Thread, Coal, Cotton, Cold Drinks, Biscuits, Chips
Biral Land Port	Stone, Diesel	N/A

SOURCE: FIELD SURVEY, UNNAYAN SHAMANNAY (2019)

PASSENGERS MOVEMENT

Ports or LCSs specific International travelers' movement data are depicted in the next table. At present, about 60 per cent travelers are chosen Benapole land port compared to other ports.

Table 4: Ports/LCS specific passenger movement
(Figure in '000)

Ports/LCSs Name	2017		2018		% change	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Benapole ICP	1250.3	1315.4	1327.1	1386.5	6.14	5.40
Darshana Land Port	292.0	299.3	303.0	324.9	3.75	8.54
Bhomra Land Port	127.8	146.0	153.3	182.5	20.00	25.00
Akhaura Land Port	127.8	127.8	146.0	146.0	14.29	14.29
Burimari Land Port	109.5	146.0	100.4	109.5	-8.33	-25.00
Sonamasjid Land Port	84.0	87.6	91.3	93.1	8.72	6.26
Hili Land Port	53.1	54.5	79.8	81.1	50.22	48.87
Banglabandha Land Port	15.2	16.2	33.7	35.5	121.71	118.57
Tamabil Land Port	22.5	24.1	32.3	35.2	43.67	46.18
Bibirbazar Land Port	13.0	12.3	13.9	15.5	6.96	25.65
Bilonia Land port	3.1	3.2	4.9	5.4	61.92	65.41
Nakugaon Land Port	3.7	4.0	4.8	4.9	30.13	22.94
Biral Land Port	2.9	3.0	4.7	4.4	58.39	45.76
Balla Land Port	1.5	1.5	1.5	1.5	0.00	0.00
Jakiganj LCS	6.2	0.4	6.1	0.5	-2.41	18.31
Sheola Land Port	0.2	0.2	0.2	0.2	5.39	-5.56
	2112.8					

Source: Field survey, Unnayan Shamannay (2019)

PHYSICAL INFRASTRUCTURE ASSESSMENT³

In this section, each of the BCPs is reported based on the interviews conducted by Unnayan Shamannay in March 2019. Two sides of each BCPs were reported-(a) for Bangladeshi side and (b) for Indian side.

1. (a) Benapole Land Port

The port area covers total 86.68 acres of land. It is governed by own management of the BLPA. It was declared as port in 12 January 2002. It started its operation in 01 February 2002. Yearly handling capacity of the port is about 2.6 million MT. This port has no available space for expansion but port authority

³ N.B. Information of port areas of Indian side had been collected from relevant discussants of port authority of Bangladesh hence statistics might differ if the ports had been visited in person. Due to, entrance permission difficulties visit in-person was not possible.

needs to acquire land from the private land owners. It is operating 24 hours and 7 days round the year.

Infrastructure: Warehouse-32nos, Storage capacity- 40,000 MT, Warehouse-cum-yard-5 nos, Open stack yard-2 nos, Transshipment yard-1 no, Transshipment Shed-5 nos, Truck Terminal (import-1 & export-1)- 2 nos, Weighbridge scale-2 nos (capacity 100 MT), Weighbridge scale-1 no (50 MT), International Passenger Terminal-1no, International Bus Terminal-1 no, Standby power generator- 4 nos, Fire hydrant system- 1 no, Water reservoir – 1 no (2.5 lac gallons), Administrative building-1no, Office building-3 nos, Barrack house-2nos, Residential building-4nos, Rest house-1no.

- Electricity connection is available, and due to load-shedding of about 1/2 hours in a daytime during summer, generator facilities are available too.
- The port has boundary wall, light posts, security posts, and observation towers but there is no close-circuit camera facilities inside it;
- A well-structured building of customs house/office is very near to port area. There is testing laboratory inside the customs house. Besides that offices of plant quarantine, animal quarantine and fisheries quarantine are available. Plant quarantine has well-equipped testing laboratory. But, animal quarantine office is not active due to the absence of relevant trade through this port. Fisheries quarantine office is actively operating but fisheries quarantine act is yet to be finalized. Also, there is a police station in the port area for ensuring security
- Benapole is operating as an integrated check post (ICP). As a result, the passenger terminal of both sides are aligned and different departments of GOB viz. Port Authority, Customs, Immigration Police, and Border Guard of Bangladesh (BGB) are working under the same terminal building for ensuring better and quick immigration services. Scanning machine, washroom facilities, waiting room, tax paying booths, and money exchange facilities are available in the passenger terminal. There is no cafeteria in the passenger terminal building. Immigration function is opened at 6:30am and closed at 6.30pm of Bangladeshi time (6:00am to 6:00pm). Passenger can cross border 7 days within the mentioned time. A passenger bus terminal with 30 buses capacity near the immigration terminal is available. Banks, ATM booth, money exchange house, hotels and restaurants are available within the 3 km radius of port.
- It offers direct connection to national and international railway networks. Currently, international railway connection is used for cargo movements. Moreover, passenger movement over railway networks has been started from October, 2018. Khulna, Bangladesh to Sealdah, Kolkata broad-gauge rail connection route is under service for travelers. Immigration related paper-works are performed in the immigration booth (i.e. 16 counters) Benapole Rail Station of Bangladesh side.
- Road from Jashore to Benapole is under construction. The better road will be available after the construction.

(b) Petrapole ICP

The port operates 7 days a week. Customs office performs all admin activities too. Here, electricity connection and generator facilities are available.

- A well-structured building of customs house/office is very near to port area. There is testing laboratory inside the plant quarantine. There is a police station in the port area for ensuring security.
- 2 warehouses available, however goods exported from beanpole is transshipped to Indian truck as of small quantity.
- Well-equipped truck parking space with shed is available. Well-furnished toilet complex is available.
- A development proposal of an immigration office building has been undertaken but not established yet. There is no cafeteria in the passenger terminal building. Immigration function is opened at 6am and closed at 6pm. Passenger can cross border 7 days within the mentioned time. A passenger bus terminal near the immigration terminal is available. Banks, ATM booth, money exchange house, hotels and restaurants are available within the 3 km radius of port.
- It offers direct connection to national and international railway networks. Road is very narrow from Benapole to Kolkata. The better road (4lane) is needed in this route.

2. (a) Bhomra Land Port

The port area covers 15.73 acres of land. It is administered by own management of BLPA. It is declared as a port on 12 January 2002. It started its operation in 19 May 2013. Yearly handling capacity of the port is about 2.6 million MT. This port is open for 24 hours and 7 days.

Infrastructure: Warehouses-2 nos, Storage capacity-1600 MT, Transshipment Shed-1 no, Open stack yard-4 nos, Transshipment yard- 337,290 sq.m., Weighbridge-2 nos (capacity 100MT), Standby power generator- 1no (100kv), Administrative building, Toilet complex-2nos, Barrack house-1no, Dormitory-1no.

- The port has boundary wall, light posts, security posts, and observation towers but there is no close-circuit camera facilities inside it;
- Electricity connection is available, and due to load-shedding of about 1/2 hours in a daytime during summer, generator facilities are available too;
- A tin-shed building of customs house/office is very near to the port. Besides that offices of plant quarantine and animal quarantine are available. Plant quarantine has a testing laboratory. But, animal quarantine office is not active due to the absence of relevant trade through this port. All of the mentioned offices have own buildings and generator facilities for smooth operation. Also, there is a police station in the port area for ensuring security;

- For immigration purposes, there is a structured administrative buildings which is used as a passenger terminal. No security or baggage scanning machine is available but manual checking is performed by the immigration police. Waiting room (e.g. 100 persons can seats) and separate wash room (for both male and female) are available. There is no cafeteria in the passenger terminal building. Immigration function is opened at 6:30am and closed at 6.30pm of Bangladeshi time (6:00am to 6:00pm). Passenger can cross border 7 days within the mentioned time. Banks, ATM booth, money exchange, hotels and restaurants are available within the 3 km radius of port;
- There is no national railway networks near Bhomra but the nearest rail station Benapole is 64 km away. At present, the approach road is very narrow.

(b) Gojadanga LCS

It is proposed to be declared as integrated check post. It is administered by own management of Assistant Commissioner of Indian Revenue Board. It is declared as a port in year 1996. This port is open for 24 hours and 7 days.

Infrastructure: No Warehouses, Transshipment Shed, Open stack yard, Transshipment yard, Weighbridge, Toilet complex, Barrack house, Dormitory, and Administrative building except one Standby power generator (100kv).

- Due to absence of Weigh Bridge exporters from Indian side face difficulty in weighing the product, as some products weight is declined after transshipment.
- Electricity connection is available, and due to load-shedding in a daytime during summer, generator facilities are available too;
- Both plant quarantine and animal quarantine office has no testing laboratory. All of the mentioned offices have own buildings and generator facilities for smooth operation.
- For immigration purposes, there is no structured administrative buildings. No security or baggage scanning machine is available but manual checking is performed by the immigration police. There is no cafeteria in the passenger terminal building. Immigration function is opened at 6:30am and closed at 6.30pm. Passenger can cross border 7 days within the mentioned time. Banks, ATM booth, money exchange, hotels and restaurants are not available within the 3 km radius;
- There is no national railway networks near Gojadanga but the nearest rail station 4 km away. There is a bypass road to reach rail station from the LCs.

3. (a) Sonamasjid Land Port

The port area covers 19.13 acres of land. About 22 acres new land are under acquisition process. It is being administered by Panama Sonamosjid Port Link Ltd. on BOT (Build, Operate and Transfer) basis. It is declared as a port on 12 January 2002. It started operation in 27 December 2006. Yearly handling capacity of the port is about 2.0 million MT. This port is open for 6 days in a week.

Infrastructure: Warehouse-3 nos, storage capacity 12,000 MT, Transshipment shed-1 no, Transshipment yard-1 no, Open stack yard-2nos (51,720sq.m), Weigh bridge-3 nos (100MT), Standby power generator-1 no, Administrative building-1 no, dormitory-1 no.

- The port has boundary wall, light posts, security posts, and observation towers but there is no close-circuit camera facilities inside it.
- Electricity connection is available, and due to load-shedding of about 3/4 hours in a daytime during summer, generator facilities are available too.
- A well-structured building of customs house/office is very near to the port. Besides that offices of plant quarantine and animal quarantine are available. Plant quarantine has a testing laboratory. But, animal quarantine office is not active due to the absence of relevant trade through this port. All of the mentioned offices have own buildings and standby power generator facilities for smooth operation. Also, there is a police station in the port area for ensuring security.
- For immigration purposes, there is a structured administrative buildings which is used as a passenger terminal. No security or baggage scanning machine is available but manual checking is performed by the immigration police. Waiting room (e.g. 40 persons can seat) and common wash room (for both male and female) are available. There is no cafeteria in the passenger terminal building. Banks, hotels, and restaurants are available within the 3 km radius of port. There is no passenger bus terminal near the port area.
- There is no national railway networks near the port but the nearest rail station named Chapainawabganj is 40 km away.

(b) Mohdipur LCS

The land customs station covers 10 acres of land. It is being administered by LCs authority of India. It is declared as a port on 1989. It started operation in 27 December 2006. This port is open for 6 days in a week.

Infrastructure: Warehouse-0 no, Transshipment shed-0 no, privately owned open stack yard-1 no (174,555sq.m), Weigh bridge-5 nos (100MT), Administrative building-0 no.

- Electricity connection is available. Although load-shedding remains for 1 hour in a daytime during summer, generator facility is absent.
- A well-structured building of customs house/office is very near to the port however the condition is not satisfactory.

- For immigration purposes, there is a tin-shed administrative buildings which is used as a passenger terminal. No security or baggage scanning machine is available but manual checking is performed by the immigration police. Waiting room (e.g. 45 persons can seat) and common wash room (for both male and female) are available. There is no cafeteria in the passenger terminal building. No banks, hotels, and restaurants are available within the 3 km radius of port. There is no passenger bus terminal near the port area.
- There is no national railway networks near the port but the nearest rail station named Maldaho is 45 km away.

4. (a) Hili Land Port

The port area covers 21.86 acres of land. It is administered by the Panama Hili Port Link Ltd. on BOT basis. It is declared as a port on 12 January 2002. It started operation in 26 November 2007. Yearly handling capacity of the port is about 1.0 million MT. The port administrative building is well-structured. Except govt. holiday, it is functional 24 hours/ 7 days in a week.

Infrastructure: Warehouse-6 nos, Storage capacity 20,000 MT, Transshipment yard-1 no (95,831sqm), Transshipment shed-2 nos, Transshipment yard -1no (95,831sqm), Open stack yard -3 nos, Truck parking yard-3 nos (17,380sqm), Weigh bridge-2 nos (100MT), Standby power generator-1 no, Administrative building-1 no, Custom godown-1 no, Toilet complex-3 nos, barrack house-1 no.

- The port has boundary wall, light posts, security posts, and observation towers but there is no close-circuit camera facilities inside it.
- Electricity connection is available, and due to load-shedding of about 3 hours in a daytime during summer, generator facilities are available too.
- A well-structured building of customs house/office is nearby the port. And, offices of plant quarantine and animal quarantine are available. Plant quarantine has a testing laboratory. But animal quarantine office is not active. All of the mentioned offices have own buildings and standby power generator facilities for smooth operation. Also, there is a police station in the port area for ensuring security.
- For immigration purposes, there is a structured administrative buildings which is used as a passenger terminal. Total 3 immigration counters are available. No security or baggage scanning machine is available but manual checking is performed by the immigration police. Waiting room (e.g. 20 persons can seat) and common wash room (for both male and female) are available. There is a cafeteria in the immigration building. Moreover, Banks, hotels, and restaurants are available within the 3 km radius of port. There is a passenger bus terminal near the port area.
- There exists national railway network and no international railway connection is available through Hili railway station.

(b) India Hilli Land Port

The port area covers 10 acres of land. The port administrative building is well-structured. It is functional 6 days in a week from 8a.m to 6pm. It is proposed to be Integrated Check Post.

Infrastructure: No warehouse, Weigh Bridge, Administrative building, and Toilet complex are available at present. Truck parking yard-1 no (32,325sqm), and Standby power generator-1.

- Electricity connection is available, and due to load-shedding of about 3 hours in a daytime during summer, generator facilities are available too.
- A well-structured building of customs house/office is needed nearby the port. At present it has no quarantine office. One police station is present in the port area for ensuring security.
- For immigration purposes, no structured administrative buildings is available. One immigration counters are available. No security or baggage scanning machine is available but manual checking is performed by the immigration police. Common wash room (for both male and female) are available. There is no cafeteria in the immigration building. Moreover, Banks, hotels, and restaurants are available within the 3 km radius of port. There is a passenger bus terminal near the port area.
- There exists national railway network and no international railway connection is available through Hili railway station.

5. (a) Darshana Land Port

This port is declared as a port on 12 January 2002. At present, it is operated as a Land Customs Station. Total 14.67 acres land area is under acquisition process. It is administered by own management of BLPA. Except govt. holiday, it is functional 24 hours/ 7 days in a week.

Infrastructure: No infrastructure is developed yet.

- Step has not been taken to develop infrastructure as there is no road linkage with the port and hence seems to be not feasible to make it operational. Presently the imports and exports are done through Land Customs Station (LCS) by railway.
- An old building of customs office is nearby the port. And, office of plant quarantine is available. Plant quarantine has a testing laboratory. All of the mentioned offices have own buildings and standby power generator facilities for smooth operation. But, there is no police station in the port area for ensuring security.
- For immigration purposes, there is a shared administrative buildings (with customs office) which is used as a passenger terminal. Total 5 immigration counters are available. No security or baggage scanning machine is available but manual checking is performed by the

immigration police. Neither waiting room nor washroom is available. Other facilities like banks, hotels, and restaurants are not available within the 3 km radius of port. There is no passenger bus terminal near the port area.

- There exists national and international railway network. At present, people are traveling through this rail route. Immigration related paper-works are performed at Dhaka. No one is allowed to take on board from Darshana railway station.

(b) Gede ICP

At present, it is operated as a Integrated Check Post (ICP). Total 3 acres land area is under this port. It is administered by Assistant Commissioner of Indian Revenue Board. It is functional 7 days in a week.

- No infrastructure is developed yet.
- Presently the imports and exports are done through Land Customs Station (LCS) by railway.
- A well-structured building of customs office is nearby the port which has 3 office rooms.. Distinguished quarantine offices for plant, animal as well as fish are available. All of the mentioned offices have own laboratories and standby power generator facilities for smooth operation. Although, there is no police station in the port area, BSF ensures security of the said area.
- For immigration purposes, total 10 immigration counters are available. No security or baggage scanning machine is available but manual checking is performed by the immigration police. Waiting rooms, washrooms, and cafeterias available. All of them are two in numbers. Other facilities like banks, hotels, and restaurants are not available within the 3 km radius of port. There is no passenger bus terminal near the port area.
- There exists national and international railway network. At present, people are traveling through this rail route. However, travelers need to take on board from Kolkata and can have stoppage at Dhaka only. Nearest railway station named 'GEDE' is about 0.25km away.

6. (a) Burimari Land Port

The port area covers 11.15 acres of land. It is being administered by own management of BLPA. It is declared as a port on 12 January 2002. It started operation in 9 April 2010. Yearly handling capacity of the port is about 6.98 million MT. This port is open for 6 days in a week.

Infrastructure: Warehouse-2nos, Storage capacity 2000 MT, Transit Shed-1 no, Transshipment Shed- 2nos, Transshipment yard-1 no, Open stack yard-2nos (6,824 sq.m), Weighbridge scale-2 nos (capacity 100MT), Fire hydrant system-1 unit, Administrative buildings-1no, Laborer shed-1 no, Standby power generator-1 no.

- The port has boundary wall, light posts, drainage system, water supply and security posts, but there is no close-circuit camera facilities inside it.
- Electricity connection is available, and due to frequent load-shedding of about 5/6 hours in a daytime during summer, generator facilities are available too.
- A shared workstation for port and customs operation is available. And, offices of plant quarantine and animal quarantine are available. Plant quarantine has a testing laboratory. But, animal quarantine office is not active due to the absence of relevant trade through this port. Plant quarantine has own buildings and standby power generator facilities for smooth operation. Also, there is a police station in the port area for ensuring security.
- Immigration system exists and port authority building is used as a passenger terminal. Total 3 immigration counters are available. No security or baggage scanning machine is available but manual checking is performed by the immigration police. Waiting room (e.g. 50 persons can seat) and separate wash room (for both male and female) are available. There is no cafeteria in the passenger terminal building. Banks, hotels, and restaurants are available within the 3 km radius of port. There is no passenger bus terminal near the port area.
- There exist national railway networks near the port and the nearest rail station named Burimari is close to the port.

(b) Chengrabandha LCS

This land customs station area covers around 20 acres of land. It is being administered by own management of customs, BSF, police ware house corporation. This port is open from 8a.m to 6p.m for 7 days in a week.

Infrastructure: Warehouse-0no, Open stack yard-3nos (parking space for 2000 trucks), Weighbridge scale-1 no, and Administrative buildings-1no.

- The port has light posts, security posts, as well as close-circuit camera facilities inside customs office.
- 6 Lane approach road is available from port area to the railway station.
- Electricity connection is available, and as no load-shedding happens generator facilities are not required.
- No quarantine offices are available at present. There is no police station in the port area for ensuring security however BSF serves the purpose.
- Immigration system exists but no security or baggage scanning machine is available but manual checking is performed by the immigration police. Waiting room (e.g. 40 persons can seat) is available. There is no cafeteria, banks, hotels, and restaurants within the 3 km radius of port. There is no passenger bus terminal near the port area.
- There exist national railway networks near the port and the nearest rail station named 'Chengrabandha' is 0.5km away from the port.

7. (a) Akhaura Land Port

The port area covers 15 acres of land. It is being administered by own management of BLPA. It is declared as a port on 12 January 2002. It started operation in 13 August 2010. Yearly handling capacity of the port is about 500,000 MT. This port is open for 7 days in a week.

Infrastructure: Warehouse-1no, Storage capacity- 2000 MT, Open stack yard-1no (300 trucks can park), Transshipment yard-1no, Weighbridge-1 no (capacity 100 MT), Truck parking yard-1no (724,114sqm), Administrative-1no, Toilet complex-1no, Standby power generator-1no.

- The port has boundary wall, light posts, and security posts, but there is no close-circuit camera facilities inside it.
- Electricity connection is available, and due to frequent load-shedding of about 3 hours in a daytime during summer, generator facilities are available too.
- Office building of customs is old and needs to be repaired. And, offices of plant quarantine and animal quarantine are available. Plant quarantine has a testing laboratory. It has own building and standby power generator facilities for smooth operation. But, animal quarantine office is not active due to the absence of relevant trade through this port. Fisheries quarantine is not available there. No police station nearby the port area presently exists.
- Immigration system exists and separate tin-shed building for immigration police is available. Total 3 immigration counters are available. No security or baggage scanning machine is available but manual checking is performed by the immigration police. A waiting room with 15 persons' setting arrangement is available but washroom (for both male and female) is not available. Except restaurants, there is no bank, hotel, and money exchange available within the 3 km radius of port. There is no passenger bus terminal near the port area.
- There exist national railway networks (meter-gauge) and the nearest rail station is 8km away from the port.

(b) Agartala Integrated Check Post

This ICP covers 8 acres of land. It is being administered by Indian port authority. It is declared as a port in year 1996. This port is open from 6a.m to 5p.m for 7 days in a week.

Infrastructure: Warehouse-3nos, Open stack yard-1no (7 acres), Weighbridge (digital)-1 no (capacity 200 MT), Administrative-1no, Toilet complex-4nos.

- Electricity connection is available, and generator facilities are not required as no load-shedding happens even in summer days.

- 1 office building of customs is present. And, offices of plant quarantine and animal quarantine are available. Both raw and processed fish is being exported through this port however no Fisheries quarantine is available there. For smooth trade operation it is urgently needed.
- Police station nearby the port area presently exists.
- Immigration system exists and one separate building for international passenger is present. Total 4 immigration counters are available. A waiting room with 50 persons' setting arrangement is available. 4 toilets, 10 banks, 1 money exchange and hotels are available within the 3 km radius of port.

8. (a) Tamabil Land Port

The port area covers 26.90 acres of land. It is being administered by own management of BLPA. It is declared as a port on 12 January 2002. It started operation in 27 October 2017. Yearly handling capacity of the port is about 781,093 MT. This port is open for 7 days in a week.

Infrastructure: Warehouse-1no, Storage capacity-400MT, Transshipment yard-1no, Open stack yard-1no (500 trucks can park), Automatic Weighbridge scale- 2nos (100MT) Adminstrating building-1no, Dormitory-1no, Barack-1no, standby generator-1no, Toilet complex-3nos.

- The port has boundary wall, light posts, 3 watch towers, security posts, but there is no close-circuit camera facilities inside it.
- Electricity connection is available, and due to frequent load-shedding of about 6 hours in a daytime during summer, standby generator facility is available too.
- Office building of customs is old and needs to be repaired. And, offices of plant quarantine and animal quarantine are available. Plant quarantine has a well-equipped testing laboratory. It has own building and standby power generator facilities for smooth operation. But animal quarantine office is not active due to the absence of relevant trade through this port. A police extension booth nearby the port area presently exists.
- Immigration system exists and separate tin-shed building for immigration police is available. Total 2 immigration counters are available. No security or baggage scanning machine is available but manual checking is performed by the immigration police. A waiting room with 10 persons' setting arrangement is available but washroom (for both male and female) is not available. Except money exchange, there are bank, hotel, and restaurants available within the 3 km radius of port. There is no passenger bus terminal near the port area.

- No national railway networks exist near to the port and the rail station is 56km away from the port. The approach road from Jayinta Bazar to Tamabil port area (10 km) is not in good condition.

(b) Dawki LCS

This land customs station is managed by Indian government and is open for 7 days in a week. It is under 1st phase of being developed as Integrated Check Post.

Infrastructure: Administaring building-1no, under construction open stack yard, and Automatic Weighbridge scale- 1no.

- Electricity connection is available, and no incidence of load-shedding.
- Separate office buildings for customs as well as plant quarantine are available. Plant quarantine has standby power generator facilities for smooth operation. BSF serves the security concerns of the port area.
- Immigration system exists and separate building for immigration police is available. Total 3 immigration counters are available. One security scanning machine is available. A waiting room with 15 persons' setting arrangement is available. Except money exchange, there are bank, hotels, and restaurants available within the 3 km radius of port.
- The nearest the rail station is 160km away from the port.

9. (a) Sheola Land Port

Sheola was declared as a land port on 30 June 2015. It is governed by the Bangladesh Land Port Authority (BLPA). This port is open every day for all the year round. The port area is leased and the land acquisition process is in progress. Electricity connection is available, though load-shedding disrupts 5 hours/day during summer and 2 hours/day in winter, on average. Generator facility is available. Security components of fencing areas or close circuit camera are not available. The building of the customs station is tin-shed in structure and is rental in nature. Electricity connection and alternative power source exist for the customs station. Well-structured animal quarantine building exists though functions are yet to start. So, lab and instruments are not available. However, plant quarantine does not exist in the port. There are no banks, money-exchange service, police station, restaurants and hotel accommodations in this area. A tin shaded, brick-walled immigration office owned by the authority is available with a single counter. Security scanner for baggage is not available. Amenities like private car parking, waiting room facilities for passengers are not available except 3 washrooms. Nearby bus or railway station does not exist.

(b) Sutarkandi LCS

Government owned land customs station and is open every day for all the year round. It is proposed to be as Integrated Check Post¹. Customs building have electricity connection and alternative power source. Own laboratory exists for

the customs station. There are banks, money-exchange service, police station, restaurants and hotel accommodations in this area. An immigration office owned by the authority is available with security scanner for baggage. Amenities like private car parking, washrooms are not available except waiting room facilities for passengers. Nearby bus or railway station does not exist.

10.(a) Banglabandha Land Port

Banglabandha was declared as a land port on 12 January 2012. Banglabandha Land Port Ltd. (on BOT basis) operates the land port. This port is open over the year for 6 days a week except for government holidays. The port area is leased. Total land area is of 10.48 acres.

Infrastructure: Warehouse-2 (capacity 100 MT) no, Open stack yard-1(48800sqm), Truck terminal-1 no, Crane 1, Weighbridge scale-2 nos, Standby power generator-1 no, Administrative building-1 no, Dormitory -1 no, Barrack house-1 no, Customs godown-1 no, Toilet complex-1 no, Lighting, Security posts, Boundary wall etc. Apart from this, Warehouse-2 nos, open stack yard-1 no and Transhipment shed-1 no is under construction.

- In this port, boundary wall, light posts, watch towers, security posts are available but no close-circuit camera is not installed.
- Electricity connection is available, though load-shedding disrupts 5 hours a day during summer and 2 hours in winter, on average. Standby generator facility is available.
- The customs station has a building on their own property, which is well structured. Electricity line and back-up power system exist.
- Plant quarantine building is well structured. Lab facility and equipment are available. It has an electricity facility and a back-up power system. Animal quarantine building is well structured. Lab facility and equipment are available. It has an electricity connection and back-up power system.
- A well-structured immigration office building (shared) is available with two counters. Security scanner for baggage is not available. Amenities like private car parking, waiting room facilities for passengers are not available except 3 washrooms. Nearby bus or railway station does not exist.

(b) Phulbari LCS

Fulbaria is proposed to be developed as Integrated Check Post under the Land Port Authority of India (LPAI). This port is open 6 days a week however holiday fee is charged on Sunday. The port area covers 8 acres of government owned land.

Infrastructure: Warehouse-4 (capacity 500 MT) nos, Open stack yard-1(4acre), Crane 0nos, Weighbridge scale-1(100MT) no, Standby power generator-1 no, Administrative building-1 no, Toilet complex-1 no (not in service).

- Electricity connection is available, though load-shedding disrupts 3 hours a day during summer and 1 hours in winter, on average. Standby generator facility is available.
- The customs office has electricity line and back-up power system.
- No quarantine office is available.
- An immigration office building named “Fulbari Land Port Immigration Check Post” is available with two counters. One security scanner for baggage is available. A waiting room with 25 persons’ setting arrangement is available. Amenities like private car parking, cafeteria for passengers are not available except 4 washrooms. Within the 3 km radius of port there are money exchange (15), bank (4), hotels (4), and restaurants (12) available.
- Nearby bus or railway station does not exist.

11.(a) Bibirbazar Land Port

Bibirbazar was declared as a land port on 18 November 2002. Shefferd Comilla Land Port Ltd. (on BOT basis) operates the land port. Land area is 10 acre. This port is open over the year for 6 days a week except for government holidays.

Infrastructure: Warehouse-1, Open stack yard-1, Truck parking yard-1, Weighbridge-1, Weighing scale-1, Toilet Complex-1, Administrative building-1, Office building-1, Barrack house-1, labour shed-1.

- In this port, boundary wall, light posts, watch towers, security posts are available but no close-circuit camera is not installed;
- Electricity facility is available but there is no alternative power source. On average load shading during summer and winter is 5 hours/day, 2 hours/day respectively is reported;
- Tin-shed building for custom operation is available. Electricity line is available with an alternative power system. Plant quarantine building is tin-shed and brick walled. Electricity line is available. However, an alternative power source is not available. Animal quarantine is well under development.
- Banks and restaurant nearby the port are available.
- 2 counter immigration office has no facility except a common washroom.
- There is no national railway network up to port area.

(b) Srimandpur LCS

Srimandpur land customs station is open from 8a.m to 5p.m for 6 days a week. Electricity facility is available but there is an alternative power source as during summer load shading happens for 2 hours/day. Customs office has electricity line along with an alternative power system. No quarantine building is available. Except money exchange and restaurant, other amenities like banks, ATM booth,

are not available nearby the port area. 2 counter immigration office has no facility except a washroom. Nearest national railway network is 70km away from port area.

Infrastructure: Warehouse-1, Open stack yard-2(150 trucks can be parked), Weighbridge-1(60MT), Toilet Complex-3, Administrative building-1.

12. (a) Bilonia Land Port

Bilonia land port is governed by Bangladesh Land Port Authority. It was declared as a land port on 23 February 2009. This port is open for 24 hours and 7 days. The port administration office is under development. 10.00 Acre land acquisition is under process. After the completion of the land acquisition, infrastructures will be developed. At present, the imports and exports are done through Land Customs Station. The land customs station here is a tin-shed building on their own land. Electricity line is available. There is an animal quarantine office which is under development. Bank, ATM, restaurant and hotels are there. There is no immigration facility present right now.

(b) Muhuri Ghat LCs:

Muhuri Ghat land custom station is governed by Indian Tax Authority. This port is open for 7 days. At present, the imports and exports are done through Land Customs Station. The land customs station has electricity line. 2 Banks, 2 ATM booths, rest room (8person can sit) and restaurants are available within 3km radius. There is no toilet facility. Bilunia rail station is just 3km away.

13.(a) Dhanua-Kamalpur Land Port

It is declared as a land port on 21 May 2015. It is operated under Bangladesh Land Port Authority. A Development Project Proposal (DPP) has been approved. Total 18.80 acre land acquisition is in progress. After the completion of the land acquisition, infrastructures will be developed. At present, the imports and exports are done through Land Customs Station which has electricity facility. The land customs station is open every day except Friday. An animal quarantine is developed with lab and electricity facility. Bank, money exchange and restaurant are available too. No railway network be present up to the port.

(b) Mahendraganj LCS

Mahendraganj land customs station is operated under Dhubri Land Station, Shilong, Meghalay. The area covers around 7 acre land and is open every day except Friday. Among infrastructural facilities one open truck parking space is available where 200 trucks can be parked. Besides, 3 Weigh Bridges are available with capacity of 100MT. Shared office with electricity line are available for administration and customs. Except police station there are 5 Banks, 3 ATM booths, 2 money exchanges, and restaurants are available within 3km radius of the port area. One bypass road is present up to the port.

14.(a) Birol Land Port

This Biral port of North Dianajpur was announced as a land port in 12th janurey 2002. it is a small land port and its development activities is still going on. The land port is opned for 6 days in a week and Friday day is the week official weeeekend and. The port is operated (on BOT basis) by Birol Port Ltd.

Infrastructure: No infrastructure available. Currenntly it is operating on a leased area and the office is a tin shade and brick wall office building. It shares an office with other organization.

- This port is control by the custom agency which is a government management agency. The office has electricity supply but no alterantive power system.
- The port has a well structure administrative office building.it has available equipments electricity and alternative power supply.
- There also exists a police station, banks, hotel and restaurant close to the port area
- There is an immigration office nearby the port office. There is only a counter for immigration check-up and a common washroom is available.
- It has good road communication system. Besides there is a broadgauge rail station with in a kilometer.

(b) Radhikapur LCS

Radhikapur land customs station is a small land port and no infrastructure developed yet.

- This port is control by the custom agency which is a government management agency. The office has electricity supply but no alterantive power system.
- One counter immigration office is present nearby the port office.
- Except a police station, banks, hotel and restaurant are not available within 3km radius of the area
- It has good broadgauge rail station named Radhikapur Railway Station within a kilometer.
- It has no road communication system from Indian side to Bangladesh side.

15.(a) Balla Land Port

Balla land port, Chunarughat, Hobiganj, was declared as a port in 23 March 2016. The port office is governed by the BLPA. A Development Project Proposal (DPP) has been approved. Under this DPP, total 21.00 acre land acquisition is under process. After the completion of land acquisition, infrastructures will be developed. At present, the imports and exports are done through Land Customs Station.

Infrastructure: No infrastructure as yet.

- There is a police station and a commercial bank situated near the port. Besides some restaurants and a hotel also available there.
- Immigration office with tin-shed building is present but it does not have any equipment like security scanners, baggage scanners yet. However, it has an immigration counter and separate washroom for male and female travelers.
- The nearest rail station (meter-gauge) situated the 30 kilometer away from the port office. The road transportation system is average.

(b) Paharmura LCS

This land customs station is located at paharmura, khoiyai, tripura. It is open 7 days a week. At present, the imports and exports are done through Land Customs Station.

- No infrastructure is developed yet.
- There is a police station, 4 banks, 1 ATM booth are situated near the port. Besides 10 restaurants and 5 hotels also available there.
- One counter immigration office is present but it does not have any equipment like security scanners, baggage scanners yet.

16.(a) Nakugaon Land Port

Nakugaon land port, Nalitabari, Sherpur, was declared as a land port in 30 September 2010. The port is covered 13.46 acre of land. It is administrated by BLPA. It started operation in 18 June 2015. The port office is opened for 7 day in a week. The storage capacity of the port is 400MT and the yearly handling capacity is 7,065MT. The port administrative building is well-structured.

Infrastructure: Warehouse-1 number, Transshipment yard -1 number (51800sqm), Open stack yard-1 number (162304sqm), Parking Yard-1 number (243,648sqm), Weighbridge scal-1 number, Office building-1 number, Dormitory-1 number, Barack-1 number, Power house-1 number, Toilet complex-1 number.

- In this port, boundary wall, light posts, watch towers, security posts are available but no close-circuit camera is not installed;
- It has one shared custom administration office. Electricity connection is available with alternative power system;
- There is an immigration office and it has one immigration counter;
- The nearest rail station in Jamal railway station (metergauge) which is 80 kilometer away from the port and the road transportation system is good;
- There is a police station situated nearby.

(b) Dhalu LCS

The land customs station is covered by 1.5 acre of land. It is administrated by Home Affairs of India. The port office is opened for 7 day in a week. The storage

capacity of the port is 250MT and the yearly handling capacity is 4,415MT. It has one customs and administration office. Electricity connection is available with alternative power system. One active Weigh Bridge of 50 MT capacity is available. One counter immigration office is available with a scanner and waiting room service. However no cafeteria and private car parking space exists. The nearest rail station on (broadgauge) which is 160 kilometer away from the port and bypass road from port to rail station exists. There is a police station situated nearby. Besides, facilities like Banks and ATM booths are present except money exchange.

17.(a) Sonahat Land Port

Sonahat Land Port was announced as a land port in 25 October 2012 . The port is covered 14.68 acre of land. It is administrated by BLPA. It started operation in 9 June 2018. The port office is opened for 6 days in a week.

Infrastructure: Warehouse-1 no, Storage capacity-600 MT, Open stack yard-1no, Weighbridge scale-2 nos(100MT), Administrating building-1 no ,Barrack house-1no, Dormitory-1 no, Toilet Complex-2 nos,

- The port has boundary wall, light posts, security posts, and observation towers but there is no close-circuit camera facilities inside it.
- Electricity connection is available, and due to load-shedding of about 5 hours in a daytime during summer, generator facilities are available too.
- A building of customs office is very near to the port but it is not well-equipped and this building
- There is no national railway networks near the port but the nearest rail station (metergauge) is Khalilganj rail station which is 50 km away. However the transport system is very bad.

(b) Sonahat LCS

It is situated at Sonahat of Dhubri District of Assam. The port is covered 10 acre of land. It is opened from 9a.m to 6p.m, for 6 days in a week. Toilet facilities are available both in warehouse area and truck parking space. The port has one warehouse with capacity of 250MT. Besides, 600 trucks can be parked in truck yard however it has no shed. Both Admin and customs office have electricity lines and generator facilities. In the port area crane facility and Weigh Bridge (2) exists. Capacity of each weigh bridge is 100 metric ton. Nearest rail station is Rakhapalpar rail station which is 1.5 km away.

18.(a) Rahanpur LCS

The land customs station here is operated under government control. It remains open every day over the year. The building is well structured though rented. Electricity line is available. A plant quarantine office is there with an electricity line though not well structured. A well-structured animal quarantine office is there with an electricity line. Bank, ATM booth, restaurant services are also there. Rail connectivity for the port exists. There is no immigration facility available right now.

(b) Singhabad LCS

This land customs station is named as Singhabad Land Customs station. It remains open every day over the year. No way of exporting goods through this except the rail network. However, bulk amount of goods (2500MT) is not possible to export through rail network. Infrastructure like warehouses or truck parking shed is not established here as no export is possible through road network yet. A customs office is there with an electricity line but no quarantine office is established. Except restaurants services like Bank, ATM booth, and hotel are not there. Rail connectivity for the port exists. There is no immigration and police station facility available.

19. (a) Zakiganj LCS

Jakiganj is a LCS which works as a government custom station. The port office is open for 7 days in a week. It has a well structure building with a warehouse.

- A well-structured building of customs office is very near to the port. Besides that the offices of plant quarantine and animal quarantine are available. Plant quarantine has a testing laboratory. Also, there is a police station in the port area for ensuring security;
- There is an immigration office with an immigration counter. There is a washroom but no waiting room available;
- Banks, hotels, and restaurants are available of the port.
- There is no national railway networks near the port but the nearest rail station is Sylhet rail station which is 50 km away.

(b) Karimganj LCS

It is a government owned customs station. The office is open from 6a.m to 6p.m for 7 days in a week. A customs office is there but no Weigh Bridge is available. Conveniences like washroom, waiting room, cafeteria, private car parking space are not available. Banks and restaurants are available within 3km radius of the port area. One counter immigration office and a police station is available in the port area. There is no national railway networks near the port. In a nutshell, bridge connectivity required for infrastructure development and trade operation through this LCSs.

20. (a) Bholagonj LCS

This LCS is not declared as a port. The station is being administered by Bangladesh Customs of National Board of Revenue. Once, it was under the jurisdiction of Chhatak LCS. It was independently working as LCS from 2005. This LCS is open for 6 days in a week. Only a customs office and a BGB check post close to the border crossing point are established. Customs office space was taken as lease from private owner. No electricity connection is available in the office at present. No weighbridge is available for measuring the weight of the goods/trucks. At present, imports of boulder stones and lime stones are occurring through the LCS. As a results, plant quarantine and animal quarantine offices are not available. No immigration system exists. Other facilities like banking, hotel, and restaurant amenities are not available nearby the LCS.

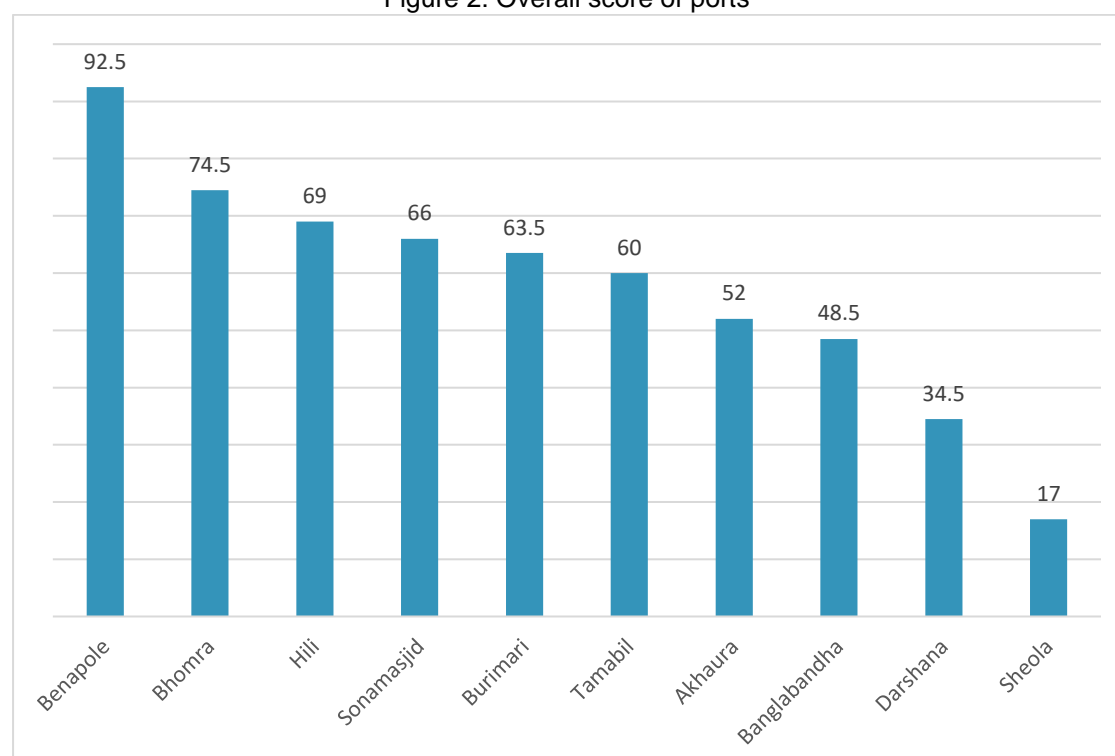
(b) Bholagonj LCS

It is open for 6 days in a week. Only a tin-shed customs office is available and a BSF check post close to the border crossing point are established. Electricity connection is available in the office at present. Weighbridge is available for measuring the weight of the goods/trucks. At present, only boulder stones and lime stones are being imported through the LCS hence no infrastructure is developed yet.

PORTS' RANKING BY TRADE, INFRASTRUCTURE AND OTHER FACILITIES

As part of the exercise, a ranking⁴ of the ports is produced based on the trade dynamics, warehouse and storage capacity, connectivity, immigration facilities, banking services, security arrangement, and scope of future expansion. Ranking exercise revealed that Benapole topped among the functional ports with the outstanding total score of 92.5, which was followed by Bhomra with score of 74.5. The third, fourth and fifth were secured by Hili (score 69), Sonamasjid (score 66) and Burimari (63.5) respectively. On the other hand, Tamabil port positioned 6th with score 60.

Figure 2: Overall score of ports



It can illustrate that the score gap with Benapole and remaining top five ports is significantly higher. Being highly prioritized port for bilateral trade with India, Benapole is always under upgradation process to avail good infrastructure. Moreover, the immigration facilities in the said port is well-equipped compared to others. However, the recent trade statistics showed that Benapole's trade share became lower while trade share of Bhomra, Sonamasjid, Hili and Burimari improved. Considering the trade share and score received by the ports, it can be said that there is demand for further improvement in the trade and immigration related infrastructures.

⁴ A rating scale of 1-10 (bad to good) was used to work out a scientific ranking of the ports. All the indicators were assigned number in the rating scale based on the interaction with the relevant government officials and other stakeholders, and our observations in the field. Then, logical weights by indicators were assigned to produce the overall score.

SUGGESTIONS

Ports/LCSs	Bangladeshi Part	Indian Part
Benapole Land Port/ Petrapole ICP	<ul style="list-style-type: none"> Truck terminal should have the capacity of 700, heavy duty wagon trucks are needed, and permission for operating private warehouse is a must. Well-equipped laboratory is needed. Travel tax for foreigners should be withdrawn. 	<ul style="list-style-type: none"> Luxury chair coach facility is needed need from Petrapole to Kolkata. Construction of immigration building in Indian part should be expedited, four lane road from Petrapole to Kolkata Bulk material handling crane and forklifts are urgently needed in Indian part.
Bhomra Land Port/ Gojadanga LCS	<ul style="list-style-type: none"> Approach roads in Bangladesh side should be expanded to 4 lanes. Modern customs building should be constructed. Formalin checking kits and tools should be allocated for Plant Quarantine lab. 	
Sonamasjid Land Port/ Mahadipur LCS	<ul style="list-style-type: none"> Security scanners and metal detectors inside immigration are required. Approach roads should be reconstructed. Port parking yard including truck shed should be repaired and developed. Port spaces are occupied by others people and should immediately be retained from them. Single window check post for immigrants is required. 	<ul style="list-style-type: none"> Port office building is needed. Truck terminal is needed in port area. Still no noticeable port activity. Activity should be started. Police station is needed in port area. Security scanner in immigration office is needed. Customs and immigration office should adjacent. Skilled manpower needed. Modernization in office. Road connectivity should be more vibrant. Food and lodging facilities are recommended. Toilet and washroom facilities are urgently needed.

		<ul style="list-style-type: none"> • Resting places for the laborers. • Quarantine office should be adjacent to port.
Hili Land Port/Hili LCS	<ul style="list-style-type: none"> • Road should be separate for immigrants and truck Lorries to avoid congestion. • Banking booth is needed for paying travel tax. • Immigration scanner needed for both body and luggage scanning. • Truck terminal is needed outside the port. • Infrastructure should be developed. 	<ul style="list-style-type: none"> • Residential buildings for customs and office building for port. • Passenger terminal and passenger parking needed. • Four-lane road, Bridge and quarantine offices needed.
Darshana Land Port/Gede ICP	<ul style="list-style-type: none"> • Port development works should be expedited. • Bank facilities should be made available. • Railway weight-bridge is required for measurement. 	
Burimari Land Port/Changrab andha LCS	<ul style="list-style-type: none"> • Connecting road should be repaired. • Stable electricity connection is badly required. • New warehouse and truck shed should be constructed. • Necessary to increase the number of immigration counters. • Banking facilities should be made available near port area. • Close circuit camera should be installed for security. 	
Akhaura Land Port/Agartala ICP	<ul style="list-style-type: none"> • Integrated check post for immigration. • Passenger terminal building with facilities including scanning machines is required. • Modern Immigration building with facilities is urgently required. 	
Tamabil Land Port/Dawki LCS	<ul style="list-style-type: none"> • Connecting road should be repaired. • Well-equipped passenger terminal including scanners and close circuit camera should be built. • Internet facilities (including broadband connection) are required for transaction on time. 	<ul style="list-style-type: none"> • Port Development work is going on. • But truck terminal and warehouse are must need.

- Bus terminal for international passengers should be included.

Sheola Land Port/ Shutarkadi LCS	<ul style="list-style-type: none"> • Port Infrastructural development should be expedited • Foods and lodging facilities like restaurants and hotels at least of a basic level should be promoted. • Bank ATM booth and money exchanges are needed. • Custom authority needs own building with proper immigration facilities. • Cold storage quarantine facilities with necessary equipment are needed. 	<ul style="list-style-type: none"> • No major recommendations. • All are modern and well equipped.
Banglabandha Land Port/ Phulbari LCS	<ul style="list-style-type: none"> • Bank facilities should be urgently required for transaction near land port • Police station or booth for security required • Functional machineries at Plant Quarantine are required • Strong broadband and mobile network are installed for smooth and risk-free transactions 	<ul style="list-style-type: none"> • Parking space capacity needs to be enhanced. • Vehicle scanner needed. • Residential hotel needed. • Modern toilet facilities • Bus terminal needed.
Bibirbazar Land port/ Simantapur LCS	<ul style="list-style-type: none"> • Own building of customs authority is needed. • Boundary wall needed for customs office. • Weight bridge is a must need in terms of equipment. At the same time bulk material handling equipment are needed. • Connecting bridge with the bypass road is needed. 	
Rohanpur LCS/ Singhabad LCS	<ul style="list-style-type: none"> • Owned building with all facilities for Customs is required. • Railway immigration can be initiated from this point • Road connectivity through this point is much demanded • BGB camp and police station are required for security purposes 	<ul style="list-style-type: none"> • Shinghabad LCS should be developed to a full-fledged land port. • Loading-unloading facility in railway is recommended. • Truck terminal is needed. • Bank and money exchanging facilities are needed.

- Residential hotel and police station are needed.
- Customs building is needed.

Bilonia Land port/ Bilonia LCS	<ul style="list-style-type: none"> • Modern office building needed for port authority. • Alternative electricity supply like Generator is needed. • Security scanner for luggage checking is needed. • Weight Bridge needs to be introduced. • Residential building for the port authority is needed. 	
Bholagonj LCS/ Bholagonj LCS	<ul style="list-style-type: none"> • Customs building with electricity facilities and weighbridges are required • Residential facilities for customs officials are necessary • Police camp near LCS is required for security during evening time • Tree plantations program along the road side near LCS can reduce the dust problems • 300 gauge road within no man's land should be constructed consulting with India counterpart • India-Bangladesh Border Haat gate should bypass the main approach road 	<ul style="list-style-type: none"> • The 500 meter long crossing point from India to Bangladesh needs to be reconstructed.
Dhanuya Kamalpur LCS/ Mahendraganj LCS	<ul style="list-style-type: none"> • Weight-bridge and warehouses are required • Police station or booth for security required • Immigration facilities may be opened for passenger movement due to the local demand 	<ul style="list-style-type: none"> • Road should be well-constructed. • Warehouse and Weighbridge are needed. • Passenger waiting room is recommended.
Sonahat Land Port/Sonahat LCS	<ul style="list-style-type: none"> • Connecting road including belly bridge near port should be repaired and reconstructed • Banking facilities should be made available near port area. • More product categories should be allowed for import • Close circuit camera should be installed for security • Truck carrying capacity bar (10 MT) should be removed • Customs building near crossing point is required 	

Zakiganj LCS/Karimganj	<ul style="list-style-type: none"> • A Connecting bridge over a creek for a minor approach road is needed. • Quarantine facilities should be developed with necessary equipment. • Infrastructure like custom buildings, truck shade and resting areas, passenger's waiting room with enough toilet facilities and the port handling equipment like crane, fork lift etc. should be introduced and developed . 	
Nakugaon Land Port/Dhalu LCS	<ul style="list-style-type: none"> • Bank facilities should be introduced • Truck shade parking yard • Well-equipped immigration check post • Waiting rooms for the passengers 	<ul style="list-style-type: none"> • Rail connection is needed. • Truck terminal and Passenger car terminal are needed/ • Residential hotel is needed.
Balla Land Port/Paharmura LCS	<ul style="list-style-type: none"> • This port will be shifted to Kedaraghat, Chunarughat area. There is no future scope of development 	<ul style="list-style-type: none"> • Same as Bangladesh side
Birol LCS/Radhikapur LCS	<ul style="list-style-type: none"> • The custom office should be near to the zero point as it is far away from the zero point. • Undergoing development needs to be expedited. 	<ul style="list-style-type: none"> • Road connectivity from Indian side to Bangladesh is a must. • Modern building for custom and immigration with necessary equipment are needed. • Resting place for the truck drivers needed. • As Biral is an important LCS it will be upgraded to a land port so the Indian part should be developed accordingly with necessary facilities.

ANNEX

Table-A1: List of Functional and Non-functional LCS (other than the ports declared by BLPA)

Sl. No.	Name	Land Port or LCS	Bangladesh Side				India Side
			Location	Sub-District	District	Division	Location
Fully Operational LCS (River Port) according to NBR (Not declared by BLPA)							
1.	Mukterpur River Port (Summit Alliance Port Limited)	LCS (River Port)	Mukterpur	Mukterpur	Munshi gonj	Dhaka	
2.	Special Port Rooppur Nuclear Power Plant	LCS (Special Port/River Port)	Rooppur, Paksey	Ishwardi	Pabna	Rajshahi	
Seasonally Operational according to NBR							
3.	Rahanpur	LCS	Rahanpur	Rahanpur	Chapain awabganj	Rajshahi	Fihabad, Maldha, West Bengal, India
4.	Jokigonj	LCS	Jokiganj	Jokiganj	Sylhet	Sylhet	Karimganj, Assam, India
5.	Narayanganj	LCS (River Port)	Narayanganj	Narayanganj	Narayanganj	Dhaka	
6.	Khulna	LCS (River Port)	Khulna	Sadar	Khulna	Khulna	

7.	Chilmari	LCS (River Port)	Chilmari	Chilmari	Kurigram	Rajgpur	Mankachar, Dhubri, , Assam, India
8.	Bholagonj	LCS,	Bholagonj	Companigonj	Sylhet	Sylhet	Bholagonj, East Khasi Hill, Meghalaya, India
Non-Functional (According to SRO, NBR listed)							
9.	Chhatak	LCS (River Port)	Chhatak	Chhatak	Sylhet	Sylhet	
10.	Cox's bazar	LCS (River Port)	Cox's bazar	Sadar	Cox's bazar	Chittagong	
11.	Dowarabazar, Sunamganj	LCS (River Port)	Dowarabazar, Sunamganj	Sunamganj	Sunamganj	Sylhet	
12.	Paksey	LCS (Rail Route)	Paksey	Ishwardi	Pabna	Rajshahi	
13.	Ashuganj	LCS (River Port & Rail Route)	Ashuganj	Ashuganj	B.Baria	Chittagong	
14.	Barisal	LCS (River Port)	Barisal	Sadar	Barisal	Barisal	
15.	Goalanda	LCS (River Port)	Goalanda	Goalanda	Rajbari	Dhaka	
16.	Faridpur	LCS (Rail Route)	Faridpur	Sadar	Faridpur	Dhaka	
17.	Jessore	LCS (Rail Route)	Jessore	Sadar	Jessore	Khulna	
18.	Sibgonj	LCS (Land Port)	Sibgonj	Sibgonj	C.nawabgonj	Rajshahi	
19.	Premtoli	LCS (River Port)	Premtoli	Godagari	C.nawabgonj	Rajshahi	

20.	Dhamoirhat	LCS (Land Port & River Port)	Dhamoirhat	Dhamoirhat	Naogao n	Rajshahi
21.	Rajshahi	LCS (Rail Route)	Rajshahi	Sadar	Rajshah i	Rajshahi
22.	Sirajganj	LCS (Rail Route)	Sirajganj	Sadar	Sirajgan j	Rajshahi
23.	Ishwardi	LCS (Rail Route)	Ishwardi	Ishwardi	Pabna	Rajshahi
24.	Bogra	LCS (Rail Route)	Bogra	Sadar	Bogra	Rajshahi
25.	Santahar	LCS (Rail Route)	Santahar	Santahar	Naogao n	Rajshahi
26.	Dinajpur	LCS (Rail Route)	Dinajpur	Sadar	Dinajpur	Rajgpur
27.	Nunkhowa	LCS (River Port)	Nunkhowa	Sadar	Kurigra m	Rangpur
28.	Roumari	LCS (River Port)	Roumari	Roumari	Kurigra m	Rangpur
29.	Nilphamari	LCS (Rail Route)	Nilphamari	Sadar	Nilpham ari	Rangpur
30.	Mogolhat	LCS (Rail Route)	Mogolhat	Sadar	Lalmoni rhat	Rangpur
31.	Kurigram	LCS (Land Port)	Kurigram	Sadar	Kurigra m	Rangpur
32.	Gaibandha	LCS (Rail Route)	Gaibandha	Gaibandha	Gaiban dha	Rangpur
33.	Ukhia	LCS (Land Port)	Ukhia	Teknaf	Cox's Bazar	Chittagong

34.	Chowmuhani	LCS (River Port & Rail Route)	Chowmuhani	Chowmuha ni	Noakhal i	Chittagong
35.	Shuvopur	LCS (River Port & Rail Route)	Shuvopur	Chhagalnai ya	Feni	Chittagong
36.	Borosora	LCS (Land Port)	Borosora	Tahirpur	Sunamg anj	Sylhet
37.	Chatlapur	LCS (Land Port)	Chatlapur	Kamolganj	Moulvib azar	Sylhet
38.	Latu (Shahbazpur)	LCS (Land Port)	Latu (Shahbazpur)	Shahbazpur	Moulvib azar	Sylhet
39.	Fenchuganj	LCS (River Port)	Fenchuganj	Fenchuganj	Sylhet	Sylhet
40.	Comilla	LCS (River Port & Rail Route)	Comilla	Sadar	Comilla	Chittagong
41.	Chandpur	LCS (River Port)	Chandpur	Sadar	Chandp ur	Chittagong
42.	Chittagong	LCS (River Port & Rail Route)	Chittagong	Sadar	Chittago ng	Chittagong
43.	Sylhet	LCS (River Port & Rail Route)	Sylhet	Sadar	Sylhet	Sylhet
44.	Sarishabari	LCS (River Port & Rail Route)	Sarishabari	Sarishabari	Jamalp ur	Mymensingh

45.	Bhairab	LCS (River Port)	Bhairab	Bhairab	Kishore ganj	Dhaka
46.	Mymensingh	LCS (River Port & Rail Route)	Mymensingh	Sadar	Mymen singh	Mymensingh
47.	Dhaka	LCS (River Port)	Dhaka	Dhaka City	Dhaka	Dhaka
48.	Mirkadim	LCS (River Port)	Mirkadim	Mirkadim	Munshi ganj	Dhaka
49.	Munshiganj	LCS (River Port)	Munshiganj	Sadar	Munshi ganj	Dhaka
50.	Louhajanj	LCS (River Port)	Louhajanj	Louhajanj	Munshi ganj	Dhaka
51.	Aricha Ghat	LCS (River Port & Rail Route)	Aricha Ghat	Shibaloy	Manikg anj	Dhaka
52.	Rangpur	LCS (Rail Route)	Rangpur	Sadar	Rangpu r	Rangpur
53.	Amnura	LCS (Rail Route)	Amnura	Amnura	C. Nawabg anj	Rajshahi
54.	Bijoypur	LCS (Land Port & River Port)	Bijoypur	Manda	Naogao n	Rajshahi
55.	Ghosgao	LCS (Land Port & River Port)	Ghosgao	Dhubaoura	Mymen singh	Mymensingh
56.	Holdigram	LCS (Land Port &	Holdigram	Jhenaigati	Sherpur	Mymensingh

River Port)						
57.	Lingura	LCS (Land Port & River Port)	Lingura	Kalmakanda	Netrokona	Mymensingh
58.	Solgerbazar	LCS (Land Port)	Solgerbazar	Parshuram	Feni	Chittagong
59.	Kasba	LCS (Land Port)	Kasba	Kasba	B.Barua	Chittagong
60.	Sher Bhurungamari	LCS (Land Port & River Port)	Sher Bhurungamari	Bhurungamari	Kurigram	Rangpur
61.	Sighimari	LCS (Land Port)	Sighimari	Rajarhat,	Kurigram	Rangpur
62.	Jalangi	LCS (Land Port)	Jalangi	Patgram	Lalmonirhat	Rangpur
63.	Meherpur	LCS (Land Port)	Meherpur	Meherpur	Meherpur	Khulna
64.	Poragpur	LCS (Land Port)	Poragpur	Daulatia	Kushtia	Khulna
65.	Boddonathola	LCS (Land Port)	Boddonathola	Sadar	Meherpur	Khulna
66.	Vutia Para	LCS (Land Port)	Vutia Para	Sadar	Joypurhat	Rajshahi
67.	Bholahat	LCS (Land Port & River Port)	Bholahat	Bholahat	C.nawabganj	Rajshahi
68.	Debhata	LCS (River Port)	Debhata	Debhata	Satkhira	Khulna

69.	Patuakhali (Putkhali)	LCS (Land Port)	Patuakhali (Putkhali)	Sharsha	Jessore	Khulna
70.	Kashipur	LCS (Land Port)	Kashipur	Jhikargacha	Jessore	Khulna
71.	Noarai (Satok, Sunamganj)	LCS (Land Port)	Noarai (Satok, Sunamganj)	Satok	Sunamganj	Sylhet
72.	Isamoti	LCS (River Port)	Isamoti	Sadar	Pabna	Rajshahi
73.	Karaitali	LCS (Land Port)	Karaitali			
74.	Chela	LCS (River Port)	Chela			
75.	Char Maguria	LCS (River Port)	Char Maguria			
76.	Shankar	River Port	Shankar			
77.	Nidpur	LCS (Land Port)	Nidpur			
78.	Nekmordh	LCS (Land Port)	Nekmordh			
79.	Kumarghat	LCS (Land Port)	Kumarghat			
80.	Tecakucha	LCS (Land Port & River Port)	Tecakucha			
81.	Patra Route	LCS (Land Port)	Patra Route			
82.	Mohammad Ali	LCS (Land Port)	Mohammad Ali			

83.	Gouthoma	L LCS (Land Port)	Gouthoma
84.	Riastamuk	LCS (Land Port)	Riastamuk
85.	Satiram Nagar	LCS (Land Port)	Satiram Nagar
86.	Ghoshpur	LCS (Land Port)	Ghoshpur
87.	Mukundpur Road	LCS (Land Port)	Mukundpur Road
88.	Kalachar	LCS (Land Port)	Kalachar
89.	Nawabadi	LCS (Land Port)	Nawabadi
90.	ꣳSottosordhghi	LCS (Land Port)	ꣳSottosordhghi
91.	Chaura	LCS (Land Port)	Chaura
92.	Miyar Bazar	LCS (Land Port)	Miyar Bazar
93.	Ganga Sagar (Kali Bazar)	LCS (Land Port)	Ganga Sagar (Kali Bazar)
94.	Salda Nodi	LCS (River Port)	Salda Nodi
95.	Chinakandi	LCS (Land Port & River Port)	Chinakandi

96.	Amritoli	LCS (River Port)	Amritoli
97.	Baliaghat	LCS (Land Port)	Baliaghat
98.	Sorifgonj	LCS (Land Port)	Sorifgonj
99.	Anandopur	LCS (Land Port)	Anandopur
100.	Atgram	LCS (Land Port)	Atgram
101.	Lubachara	LCS (Land Port)	Lubachara
102.	Sengramponji	LCS (Land Port)	Sonagramponji
103.	Bagan Bazar	LCS (Land Port)	Bagan Bazar
104.	Thakurgaon	LCS (Land Port)	Thakurgaon
105.	Natun Bandar	LCS (Land Port)	Natun Bandar
106.	Balia Mari	LCS (Land Port)	Balia Mari
107.	Madarganj	LCS (Land Port)	Madarganj
108.	Pathordubi	LCS (Land Port)	Pathordubi
109.	Pasimum	LCS (Land Port)	Pasimum

110.	Gangor Haat	LCS (Land Port)	Gangor Haat
111.	Bangla Bazar	LCS (Land Port)	Bangla Bazar
112.	Gozkata	River Port	Gozkata
113.	Taliapara	LCS (Land Port)	Taliapara
114.	Lakhibazar	LCS (River Port)	Lakhibazar
115.	Dharmaghat	LCS (Land Port)	Dharmaghat
116.	Sarupara	LCS (Land Port & River Port)	Sarupara
117.	Batuli (Fultola)	LCS (Land Port)	Batuli (Fultola)
118.	Tobolsori Bazar	LCS (Land Port)	Tobolsori Bazar
119.	Kalipur	LCS (Land Port)	Kalipur
120.	Mokamtola	LCS (River Port)	Mokamtola
121.	Alinagar	LCS (Land Port)	Alinagar
122.	Pakhhaat	LCS (Land Port)	Pakhhaat
123.	Gilabtol	LCS (Land Port)	Gilabtol

124.	Lotitila	LCS (Land Port)	Lotitila
125.	Borogram	LCS (Land Port & River Port)	Borogram
126.	Horipur	LCS (Land Port)	Horipur
127.	Robinagar	LCS (Land Port)	Robinagar
128.	Chapsor	LCS (Land Port)	Chapsor
129.	Tatulia	LCS (Land Port)	Tatulia
130.	Amarkhana	LCS (Land Port)	Amarkhana
131.	Ghogna	LCS (Land Port)	Ghogna
132.	Jolpaitoli	LCS (Land Port)	Jolpaitoli
133.	Esakhali	LCS (Land Port)	Esakhali
134.	Katuli	LCS (Land Port)	Katuli
135.	Atapara	LCS (Land Port)	Atapara
136.	Saluaram Chandanpur	LCS (Land Port)	Saluaram Chandanpur
137.	Khangur Haat	LCS (Land Port)	Khangur Haat

138.	Korria	LCS (Land Port)	Korria
139.	Chalkcadi	LCS (Land Port)	Chalkcadi
140.	Khanjonpur	LCS (Land Port)	Khanjonpur
141.	Monakasha	LCS (Land Port)	Monakasha
142.	Surianapur	LCS (Land Port)	Surianapur
143.	Kobinagar	LCS (Land Port)	Kobinagar
144.	Majhhar-Dia	LCS (Land Port & River Port)	Majhhar-Dia
145.	Kutali	LCS (River Port)	Kutali
146.	Boikari	LCS (Land Port)	Boikari
147.	Chanduria	LCS (Land Port)	Chanduria
148.	Dadkhala	LCS (Land Port)	Dadkhala
149.	Durgapur	LCS (Land Port)	Durgapur
150.	Sikhapur	LCS (Land Port)	Sikhapur
151.	Tangaril	LCS (Land Port)	Tangaril

152.	Gogra	LCS (Land Port)	Gogra
153.	Gopalpur	LCS (Land Port)	Gopalpur
154.	Simanta Gopalpur	LCS (Land Port)	Simanta Gopalpur
155.	Baghadanga	LCS (Land Port)	Baghadanga
156.	Shampur	LCS (Land Port)	Shampur
157.	Ramkrishnopur	LCS (Land Port & River Port)	Ramkrishnopur
158.	Boglabazar	LCS (Land Port)	Boglabazar
159.	Roymongal	LCS (River Port)	Roymongal
160.	Basantapur	LCS (River Port)	Basantapur
161.	Sripur	LCS (Land Port)	Sripur

Table-A2: List of allowable goods by selected LCSs (according to the SRO No. 237 of Bangladesh Gazette)

Places	Roads/Waterways	List of Items (Importable or Exportable)
Benapole	Benapole-Bonogram Roads and Railways	<p>1) Importable items:</p> <p>Yarn (except the yarn imported under bond licenses by hundred percent Customs Bond License holder export oriented Knit Garments Industries) and all types of importable items except Powder Milk.</p> <p>2) Exportable items: All goods.</p>
Tamabil	Sylhet-Tamabil-Dawki Route	<p>1) Importable items: All types of importable items, Cattle except Fish, Yarn, Powder Milk and Potatoes (HS Code 0701.90.19 and 0701.90.29).</p> <p>2) Exportable items: All goods.</p>
Sona Masjid	Shibganj-Sona Masjid-Malda Road	<p>1) Importable items: All types of importable items, except all kinds of Paper and Paper Board including Duplex Board, Newsprint, Craft Paper, Cigarette Paper, Yarn, Powder Milk, Juice, and Tobacco (import of tobacco sticks as raw materials by Value Added Tax).</p> <p>2) Firm registered Bidi producing factories).</p> <p>Exportable items: All goods.</p>
Hili	Hili (Bangladesh) from Hili (India)	<p>1) Importable items:</p> <p>All types of importable items, except all kinds of Paper and Paper Board including Duplex Board, Newsprint, Craft Paper, Cigarette Paper, Yarn, Powder</p>

- Milk, Juice, and Tobacco
(import of tobacco sticks as raw materials by Value Added Tax
2) Firm registered Bidi producing factories).

Exportable items:

All goods.

Darshana	Railways	<p>1) 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, Rice, Bran, Maize, Different Types Of Oil Cakes, Poultry Feed, Fly Ash, Railway Slipper, Building Stone, Road Stone, Sand Stone,</p> <p>2) Different Kinds Of Clay, Granulated Slag, Gypsum, Sponge Iron, Pig Iron, Clinker, Quartz.</p> <p>Exportable items: All goods.</p>
Shaola	Shaola-Sutarkandi Route	<p>1) Importable items: Cattle, Fish Fry, Fresh Fruits, Plants, Seeds, Rice, Wheat, Stones (Stones and Boulders), Coal, Chemical Fertilizer, China Clay, Wood, Timber, Limestone, Onion, Chilies, Garlic, Ginger, Ball clay, Quartz, Fresh Flower, Parts of Motor Bikes (tayars and other accessories) and Garments Items, Welding Rod and Dry Fish.</p> <p>Exportable items: All goods.</p>
Burimari	Burimari-Changrabandha roads and rail routes	<p>1) Importable items: (a) All type of items (except Yarn and potatoes) produced and processed in Nepal and Bhutan on fulfilling terms and</p>

		<p>conditions described in the Notification No. 346/D/CAS/77 of National Board of Revenue; Date: 24-05-1977.</p> <p>(b) All types of importable items except all kinds of Paper and Paper Board including Duplex Board, Newsprint, Craft Paper And Cigarette Paper, Powder Milk, Tobacco (import of tobacco sticks as raw materials by Value Added Tax Firm registered Bidi producing factories) Radio-TV Parts, Cycle Parts, Formica Sheets, Ceramic Ware, Sanitary Ware, Stainless Steel Ware, Marble Slab and Tiles, Mixed Fabrics.</p> <p>Exportable items: All goods.</p>
Birol	Rail Route	<p>1) Importable items: Cattle, Fish Fry, Fresh Fruits, Plants, Seeds, Wheat, Stones (Stones and Boulders), Coal, Chemical Fertilizer, China Clay, Wood, Timber, Limestone, Onion, Chillies, Garlic, Ginger, Ball clay, Quartz, Soybean Extract, Rape Seed Extract,</p> <p>2) Maize, DORB (Dry Oil Rice Bran), Rice and Diesel.</p> <p>Exportable items: All goods.</p>
Rohonpur	Rail Route	<p>1) Importable items: Cattle, Fish Fry, Fresh Fruits, Plants, Seeds, Rice, Wheat, Stones (Stones And Boulders), Coal, Chemical Fertilizer, China Clay, Wood, Timber, Limestone, Onion, Chillies, Garlic, Ginger, Ball clay, Quartz, Fly Ash, Limestone, Sand Stone, Road Stone, Dry Fish, Maize, Rape Seed</p>

		Extract, Soybean Extract, Dry 2) Oil Rice Bran (DORB) and De-boiled Cake (cattle feed). Exportable items: All goods.
Jakiganj	Jakiganj-Karimganj (Kushiara River Crossing Route)	1) Importable items: Cattle, Fish Fry, Fresh Fruits, Plants, Seeds, Rice, Wheat, Stones (Stones And Boulders), Coal, Chemical Fertilizer, China Clay, Wood, Timber, Limestone, Onion, Chilies, Garlic, Ginger, Ball clay, Quartz, Rubber Sandals, Dry 2) Fish, Fresh Flower. Exportable items: All goods.
Gobrakura	Gachhuapara (India) from Gobrakura (Bangladesh) via Road	1) 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, Broomstick, Green Coconut, Turmeric, 2) Almonds, Tamarind, Sesame, Mustard Bran, Rice Powder. Exportable items: All goods.
Karaitoli	Gandhibar/ Gachhuapara (India) from Karaitoli (Bangladesh) via Road.	1) 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, Broomstick, Green Coconut, Turmeric, 2) Almonds, Tamarind, Sesame, Mustard Bran, Rice Powder. Exportable items:

All goods.

Bhomra	Bhomra-Itenda road.	<p>1. Importable products: Livestock, fish fry, fresh fruits, herbs, seeds, wheat, stones and boulders, coal, chemical fertilizer, china clay, wood, timber, limestone, onion, chili, garlic, ginger, ball clay, quartz, fresh flowers, oilcake, wheat chaff, corn, grinned rice, soybean cake, dried fish (except packaged), turmeric, live fish, frozen fish, Fenugree seeds, fish, sugar, spices, cumin, motor parts, stainless steel ware, radio/TV parts, Marble Slab, tobacco branches (imported by established and VAT registered Bidi manufacturers as raw material under), dried tamarind, Alum, aluminum tableware & kitchenware, fish feed, agarbati, shoe sol, adhesive, fly ash, fresh and dried fruits, all types of green vegetables, dried chili, green chili, coriander, Fire Clay, Than Clay & stone, marble chips, Dolomite, Phlogopite, talc, Potash Feldspar, Granulated Slag, soda powder, sesame seed, mustard oil, Readymade Garments, imitation jewelry, betel nut, hardware, granite slab.</p> <p>2. Exportable products: All products.</p>
Bilonia	From Bilonia (India) to Bilonia (Bangladesh) by road.	<p>1. Importable products: Livestock, fish fry, fresh fruits, herbs, seeds, wheat, stones & boulders, coal, chemical fertilizer, china clay, wood, timber, limestone, onion, chili, garlic, ginger, ball clay and quartz.</p> <p>2. Exportable products: All products.</p>

Balla	Balla-Kheyai river route.	
Chatlapur	Shamshernagar-Kailashahar and Mannadi.	<p>1. Importable products: Livestock, fish fry, fresh fruits, herbs, seeds, wheat, stones & boulders, coal, chemical fertilizer, china clay, wood, timber, limestone, onion, chili, garlic, ginger, ball clay, quartz and dried fish.</p> <p>2. Exportable products: All products.</p>
Bibir Bazar	Cumilla-Sonaimuri Road	<p>1. Importable products: Livestock, fish fry, fresh fruits, herbs, seeds, wheat, stones and boulders, coal, chemical fertilizer, china clay, wood, timber, limestone, onion, chili, garlic, ginger, ball clay, quartz, betel leaf, CNG Spare Parts.</p> <p>2. Exportable products: All products.</p>
Akhaura	Akhaura- Agartala road	<p>1. Importable products: Livestock, fish fry, fresh fruits, herbs, seeds, wheat, stones (stones and boulders), coal, chemical fertilizer, china clay, wood, timber, limestone, onion, chili, garlic, ginger, ball clay, quartz, dry fish, Satkora, maize, Cumin, Raw, Stone Bolder, Soybean seeds, Bambo Products, Arjun Flower (Broom), betel leaf, CNG Spare Parts.</p> <p>1. Exportable products: All products.</p>
Dhanua Kamalpur	Sreebordi-Kamalpur road which enters Garo Hills	<p>1. Importable products: Livestock, fish fry, fresh fruits, herbs, seeds, wheat, stones (stones and boulders), coal,</p>

		chemical fertilizer, china clay, wood, timber, limestone, onion, chili, garlic, bay leaf, cumin, betel leaf, wheat chaff, lentils, maize, turmeric, peppercorn, ginger, ball clay, quartz.
		2. Exportable products: All products.
Sonahat	Sonahat-Golapganj-Dhubri road	1. Importable products: Fresh fruits, seeds, wheat, stones coal, onion, garlic, ginger.
		2. Exportable products: All products.
Nakugaon	Nakugaon steepy road	1. Importable products: Livestock, 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.
		2. Exportable products: All products.
Banglabandha	Tetulia-Banglabandha road, Shiliguri.	1. Importable products: (a) All types of items (except Yarn and potatoes) produced and processed in Nepal and Bhutan on fulfilling terms and conditions described in the Notification No. 346/D/CAS/77 of National Board of Revenue; Date: 24-05-1977. (b) All types of importable items except all kinds of Paper and Paper Board

including Duplex Board, Newsprint, Craft Paper And Cigarette Paper, Powder Milk, Tobacco (import of tobacco sticks as raw materials by Value Added Tax Firm registered Bidi producing factories)

Bholaganj	From Bholaganj (Bangladesh) to Bholaganj (India)	<p>1. Importable products: Livestock, 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.</p> <p>2. Exportable products: All products.</p>
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