LAND PORTS IN A BRIEF

1. **Benapole Land Port**
   - **Bangladesh side:** Benapole, Sharsha, Jessore
   - **Indian side:** Petrapole, Bongaon, 24-Parganas, West Bengal
   - **Operator:** Bangladesh Land Port Authority
   - **Date of operation:** February 01, 2002
   - **Storage capacity:** 40,000 MT
   - **Total land area:** 60.782 Acre
   - **Infrastructure:** Warehouse-36, Warehouse-cum-yard-5, Open stack yard-2, Transitship yard-1, Truck Terminal (import & export)-2, Weighbridge scale-2 (100 MT)
   - **International Passenger Terminal**
   - **International Bus Terminal**
   - Administrative and residential building, fire brigade, standby power generator, Observation towers, Lighting, water supply & sewerage system in operational areas, Security posts, Boundary wall
   - **Manpower:** Administrative personnel 160, Security personnel 263, Handling labour (manual) 1400
   - **Handling capacity:** Manual 1.20 mln MT (yearly), Equipment 0.80 mln MT (yearly), Total 2.00 mln MT (yearly) (by crane and forklifts of various capacities)
   - **Goods handled:** Import- 1.22 mln MT (2011-2012), Export - 0.46 mln MT, Total- 1.68 mln MT
   - **Principal Imports:** Cotton, chemical, motor car, motor cycle, tyre-tube, machinery & spare parts, food grains, fish, spices, sugar, egg, aluminium, refrigerator, paper etc.
   - **Principal exports:** Jute & jute goods, fish, soap, plastic goods, battery, construction materials etc.
   - **Problems:** On an average near about 200-250 trucks are assembled carrying export goods at Benapole Land Port under Jessore District. But generally 100-150 trucks are cleared in the Indian side leaving rest trucks tailbacked in Bangladesh side. This causes heavy traffic congestion in the port area. Beside the cost of export is increased due to demurrage charges by the transport agencies for the delayed delivery of export cargoes.

2. **Burimari Land Port**
   - **Bangladesh side:** Burimari, Patgram, Lalmonirhat
   - **Indian side:** Changrabandha, Mekhaliganj, West Bengal
   - **Operator:** Bangladesh Land Port Authority
   - **Date of operation:** April 09, 2010
   - **Storage capacity:** 2,000 MT
   - **Land area:** 11.15 Acre
Infrastructure: Warehouse-2, Open stack yard-2, Transshipment yard-1, Weigh bridge scale-1
Administrative building, Labour shed, Standby power generator, Observation towers, Lighting and water supply & sewerage system in operational areas, Security posts, Boundary wall

Manpower:
 Administrative personnel 10
 Security personnel 15
 Handling labour (manual) 600

Handling capacity: 0.50 mln MT (manual-yearly)

Goods handled:
 Import- 0.36 mln MT (2011-2012)

Principal Imports:
 Goods are mainly imported from Bhutan. Under a mutual arrangement the Bhutanese trucks are allowed to ply through India to Burimari zero line to unload goods. Imported items are rice, wheat, lentil, onion, fruits, tobacco, stone, railway concrete slipper etc.

Principal exports:
 Waste fabrics, glass sheet, food products, medicine, net fabrics, battery, etc.

3. Akhaura Land Port
Bangladesh side: Akhaura, Brahmnbaria
Indian side: Ramnagar, Agartala, Tripura
Operator: Bangladesh Land Port Authority
Date of operation: August 13, 2010
Storage capacity: 2,000 MT
Total land area: 15.00 Acre
Infrastructure: Warehouse-1, Open stack yard-1, Transshipment yard-1, Weigh bridge-1 (100 (MT), Standby power generator, Administrative semi-pucca building, Standby power generator, Lighting, Security posts, Boundary wall etc.

Manpower:
 Administrative personnel 4
 Security personnel 7
 Handling labour (manual) 200

Handling capacity: 750,000 MT (manual-yearly)

Goods handled:
 Import- 172 MT (2011-2012)
 Export-575,550 MT
Total- 575,722 MT

Principal Imports:
 Bamboo, Turmeric, Watch, Ginger, Marble slab, Fruits etc.

Principal exports:
 Processed Stone, Bricks, Tiles, Fish, Cement, Battery, Furniture, Glass sheet, etc.

Problems:
The quality of export items is being checked at Shilong causing unreasonable delay. If the arrangement is made to check the quality of the export items at Agartala, it will help save time in exporting Bangladeshi goods.

4. Sonamosjid Land Port
Bangladesh side: Shibganj, Chapai Nawabganj
Indian side: Mahadipur, Maldah, West Bengal
Operator (on BOT basis): Panama Sonamosjid Port Link Ltd.
Date of operation: December 27, 2006
Date of signing
Concession Agreement : October 09, 2005
Commercial Operation
Date (COD): May 20, 2010
Royalty from operator: Fixed: Tk. 30,00 lakh
Variable: 49% of gross revenue income
Storage capacity: 1,000 MT
Land area: 19.13 Acre
Infrastructure: Warehouse-5, Open stack yard-2, Transshipment yard-2, Weigh bridge-2 (100 (MT), Standby power generator, Administrative building, dormitory, Standby power generator, Lighting, Security posts, Observation tower, Boundary wall etc.
Handling capacity: 2.0 mln MT (manual-yearly)
Goods handled: Import- 1.40 mln MT
(2011-2012) Export -nil
Principal imports: Rice, Wheat, Onion, Fruits, Fly ash etc.
Principal exports: Jute & Jute goods, Cement, Battery, etc.
Problems: There is an ample opportunity of exporting agri-products through Sonamosjid Land Port. But due to absence of quarantine facilities at the Indian side, Bangladeshi exporters face difficulties in exporting agri-products.

5. Hili Land Port
Bangladesh side: Hili, Hakimpur, Dinajpur
Indian side: Hili, South Dinajpur, West Bengal
Operator (on BOT basis): Panama Hili Port Link Ltd.
Date of operation: November 26, 2007
Date of signing of Concession Agreement with the Operator: October 09, 2005
Commercial Operation
Date (COD): January 01, 2012
Royalty from operator: Fixed: Tk. 14.25 lakh/per annum (from 3rd anniversary of COD)
Variable: 49% of gross revenue income
Storage capacity: 2,000 MT
Land area: 10.00 Acre
Infrastructure: Warehouse-4, Open stack yard-1, Transshipment yard-1, Truck terminal-1, Weigh bridge-1, Standby power generator, Administrative building, Standby power generator, Lighting, Security posts, Observation tower, Boundary wall etc.
Handling capacity: 1.00 mln MT (manual-yearly)
Goods handled: Import -603,000 MT
(2011-2012) Export -11,000 MT
Principal imports: Rice, Wheat, Onion, Fruits, Fish, Maize etc.
Principal exports: Molasses, Cement, Battery, etc.
6. **Banglabandha Land Port**

Bangladesh side: Tetulia, Panchagarh
Indian side: Fulbari, Jalpaiguri, West Bengal
Operator (on BOT basis): Banglabandha Land Port Ltd.
Date of signing of Concession Agreement with the Operator: October 09, 2005
Partial Commercial Operation Date (PCOD): January 22, 2011
Commercial Operation Date (PCOD): Yet to start
Royalty from operator: Fixed: Tk. 5.00 lakh/per annum (from 1st anniversary of COD)
Variable: 31.26% of gross revenue income
Storage capacity: 500 MT
Total land area: 10.00 Acre
Infrastructure: Warehouse-1, Open stack yard-1, Truck terminal-1, Weighbridge scale-1, Standby power generator, Administrative building, Barrack house, Standby power generator, Lighting, Security posts, Boundary wall etc.
Handling capacity: 0.5 mln MT (manual-yearly)
Goods handled: Import -170,000 MT
(2011-2012) Export -5,000 MT
Principal imports: Lentil, Wheat, Onion, Fruits, etc.
Principal exports: Jute, Glass sheet, Medicine, Food products etc.
SOP: Under the Standard Operating Procedure (SOP) signed between the two countries, loaded trucks of both the countries are allowed to unload goods crossing the zero line.
Problem: Presently, only import-export of goods are carried on. But there is no immigration even though necessary facilities are present at this side. It will be very helpful for the travellers of both the countries, if the immigration facilities are provided at both sides.

7. **Teknaf Land Port**

Bangladesh side: Teknaf, Cox’s Bazar
Myanmar side: Mungdu, Myanmar
Operator (on BOT basis): United Land Port Teknaf Ltd.
Date of operation: November 01, 2006
Date of signing Concession Agreement: August 31, 2006
Commercial Operation Date (COD): July 01, 2012
Royalty from operator: Fixed: Tk. 10.00 lakh/per annum (from 1st anniversary of COD)
Variable: 28.09% of gross revenue income
Storage capacity: 1,000 MT
Total land area: 24.00 Acre
Infrastructure: Warehouse-2, Open stack yard-1, Transit shed-1, Truck parking yard-2, Weighbridge scale-1, Standby power generator, Administrative building (three storied), Barrack house, Dormitory (four storied), Passenger jetty, Passenger terminal, Cargo jetty-5,
Pontoon-3, Cold storage, Standby power generator, Lighting, Rest house, labour shed, canteen, mosque, boundary wall etc.

Handling capacity: 300,000 MT (manual-yearly)
Goods handled: Import -86,000 MT (2011-2012)
Export -633 MT (2011-2012)
Principal imports: Lentil, spice, fish, wood, shoe, bamboo, leather, umbrella, betel nut etc.
Principal exports: Cement, readymade garments, potato, egg, hair, aluminium products, plastic goods etc.

8. Bibirbazar Land Port
Bangladesh side: Sadar Upazila, Comilla
Indian side: Srimantapur, Sunamura, Agartala, Tripura
Operator (on BOT basis): Shefferd Comilla Land Port Ltd.
Date of operation: April 23, 2009
Date of signing Concession Agreement: October 09, 2005
Commercial Operation Date (COD): August 29, 2010
Royalty from operator: Fixed: Tk. 6.65 lakh/per annum (from 3rd anniversary of COD)
Variable: 15.01% of gross revenue income
Storage capacity: 500 MT
Land area: 10.00 Acre
Infrastructure: Warehouse-1, Open stack yard-1, Administrative building, Barrack house, Lighting, labour shed, boundary wall etc.
Handling capacity: 0.5 mln MT (manual-yearly)
Export – nil (2011-2012)
SOP: Under the Standard Operating Procedure (SOP) signed between two countries, loaded trucks of both the countries are allowed to unload goods crossing the zero line.
Principal imports: Spices, sanitary ware, leather, machinery, fabric, fruit etc.
Principal exports: Crushed stone, cement, drinks, PVC, furniture, knit fabrics, plastic door, ceramic tiles, cotton sharee, plastic goods etc.

9. Birol Land Port
Bangladesh side: Birol, Dinajpur
Indian side: Radhikapur (Goura), West Bengal
Operator (on BOT basis): Birol Land Port Ltd.
Date of signing of Concession Agreement with the Operator: October 22, 2006
Land area: 17.54 Acre
Date of land handed over: October 22, 2006
Royalty from operator: Fixed: Tk. 5.00 lakh/per annum (from 3rd anniversary of COD)
Variable: 7.77% of gross revenue income
Infrastructure: No infrastructure
Present status: Port development activities yet to be started by the port operator as there is no railway and road communication facilities. About 3.5 km road link is needed to be constructed for functioning of the land port.
10. **Bhomra Land Port**  
**Bangladesh side:** Sadar Upazila, Satkhira  
**Indian side:** Gojadanga, 24-Parganas, West Bengal  
**Operator:** Bangladesh Land Port Authority  
**Date of operation:** yet to start  
**Total land area:** 15.7298 Acre  
**Infrastructure:** The development works of the port are going on in full swing under a development project costing Tk. 190.00 million which is expected to be completed by June, 2013.  
**Current status:** Presently imports and exports are done through Land Customs Station (LCS) on transshipment basis. The authority is very much optimistic about the port operation after development activities.

11. **Nakugaon Land Port**  
**Bangladesh side:** Nalitabari, Sherpur  
**Indian side:** Dalu, Barangapara, Meghalaya  
**Operator:** Bangladesh Land Port Authority  
**Date of operation:** yet to start  
**Land area:** 13.46 Acre  
**Infrastructure:** The development works of the port are going on in full swing under a development project costing Tk. 156.8 million which is expected to be completed by June, 2013.  
**Current status:** Presently imports and exports are done through Land Customs Station (LCS) on transshipment basis. The authority is very much optimistic about port operation after development activities of the port.

12. **Tamabil Land Port**  
**Bangladesh side:** Gowinghat, Sylhet  
**Indian side:** Dauki, Shillong, Meghalaya  
**Operator:** Bangladesh Land Port Authority  
**Date of operation:** yet to start  
**Land area:** 14.72 Acre  
**Infrastructure:** There is no infrastructure as the port authority has taken possession of the land recently after a long legal battle, with the land owners. A development project is underway to construct necessary infrastructure to make the port operational.  
**Current status:** Presently imports and exports are done through Land Customs Station (LCS) on transshipment basis.

13. **Darshana Land Port**  
**Bangladesh side:** Damurhuda, Chuadanga  
**Indian side:** Gede, Krishnanagar, West Bengal  
**Operator:** Bangladesh Land Port Authority  
**Date of operation:** yet to start  
**Infrastructure:** No infrastructure. Step has not been taken to develop infrastructure as there is no road link with the port. It seems that it is not feasible to make it operational. A waiting for a final decision.
Current status: Presently the imports and exports are done through Land Customs Station (LCS) by railway.

14. **Belonia Land Port**
   - **Bangladesh side:** Feni
   - **Indian side:** Belonia, Tripura
   - **Operator:** Bangladesh Land Port Authority
   - **Land area:** 7.42 Acre (acquisition is under process)
   - **Date of operation:** yet to start
   - **Infrastructure:** No infrastructure. Steps will be taken to develop infrastructure as soon as the possession of the land will be handed over to the port authority after necessary formalities as regard to acquisition.
   - **Current status:** Presently imports and exports are done through Land Customs Station.

15. **Gobrakura and Koroitali Land Port**
   - **Bangladesh side:** Haluaghat, Mymensingh
   - **Indian side:** Gachhuapara, Tura, Meghalaya
   - **Operator:** Bangladesh Land Port Authority
   - **Land area:** 
     - Gobrakura: 22.395 Acre (acquisition is under process)
     - Koroitali: 14.73 Acre
   - **Date of operation:** yet to start
   - **Infrastructure:** No infrastructure. Steps will be taken to develop infrastructure as soon as the possession of the land is handed over to the port authority after necessary formalities as regard to acquisition.
   - **Current status:** Presently the imports and exports are done through Land Customs Station.

16. **Ramgarh Land Port**
   - **Bangladesh side:** Ramgarh, Khagrachhari
   - **Indian side:** Sabroom, Tripura
   - **Operator:** Bangladesh Land Port Authority
   - **Land area:** Acquisition of 10.24 Acres of land is under process
   - **Date of operation:** yet to start
   - **Infrastructure:** No infrastructure. Steps will be taken to develop infrastructure as soon as the possession of the land will be handed over to the port authority after all necessary formalities as regard to acquisition.
   - **Current status:** The Indian authority yet to finalize the site for construction of bridge over the river Feni to connect Ramgarh Land Port. The Bangladesh authority is in close touch with the Indian authority in this matter.

17. **Sonahat Land Port**
   - **Bangladesh side:** Bhurungamari, Kurigram
   - **Indian side:** Sonahat, Dhubri, Assam
   - **Operator:** Bangladesh Land Port Authority
   - **Land area:** Acquisition of 14.68 Acres of land is under process
   - **Date of operation:** yet to start
Infrastructure: No infrastructure. Steps will be taken to develop infrastructure as soon as the possession of the land will be handed over to the port authority after all necessary formalities as regard to acquisition.

Current status: The LC station has just been declared as land port on October 25, 2012. The import and export activities have been halted by the Customs authority since long. Step is taken to lift the ban on import and export through this port.

18. **Tegamukh Land Port**
   - Bangladesh side: Tegamukh, Barkal, Rangamati
   - Indian side: Demagri, Mizoram
   - Operator: Bangladesh Land Port Authority
   - Land area: Acquisition of land is under process
   - Date of operation: Yet to start
   - Infrastructure: No infrastructure. Steps will be taken to develop infrastructure after completing all necessary formalities with regard to land acquisition.
   - Current status: The LC station has just been declared as land port on 30/06/2013. The import and export activities are halted by the Customs authority since long. Step is taken to lift the ban on import and export through this port.

19. **Chilahati Land Port**
   - Bangladesh side: Chilahati, Domar, Nilphamari
   - Indian side: Holdibari, Cooch Behar, West Bengal
   - Operator: Bangladesh Land Port Authority
   - Land area: Acquisition of land is under process
   - Date of operation: Yet to start
   - Infrastructure: No infrastructure. Steps will be taken to develop infrastructure after completing all necessary formalities with regard to land acquisition.
   - Current status: The LC station has just been declared as land port on 28/07/2013. The import and export activities are halted by the Customs authority since long. Step is taken to lift the ban on import and export through this port.

20. **Daulatganj Land Port**
   - Bangladesh side: Daulatganj, Jibon Nagar, Chuadanga
   - Indian side: Mazdia, Nadia, West Bengal
   - Operator: Bangladesh Land Port Authority
   - Land area: Acquisition of land is under process
   - Date of operation: Yet to start
   - Infrastructure: No infrastructure. Steps will be taken to develop infrastructure after completing all necessary formalities with regard to land acquisition.
   - Current status: The LC station has just been declared as land port on 31/07/2013. The import and export activities are halted by the Customs authority since long. Step is taken to lift the ban on import and export through this port.