

# Tin Bigha Corridor and Dahagram-Angarpota: History of Partition and Present-Day Struggles in Kuchlibari

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## Abstract

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The enclaves between India and Bangladesh, particularly Cooch Behar and Rangpur, have a complex history rooted in a 1713 treaty between the Mughals and the Maharajas of Cooch Behar, granting Cooch Behar control over lands within Mughal territory. These enclaves persisted despite a failed exchange attempt in 1935 and were further complicated by Sir Radcliffe's border demarcation during the 1947 Partition. The Dahagram-Angarpota enclave, isolated from the Bangladesh mainland, became central to tensions. Under the 1974 Indira-Mujib Agreement, India provided Bangladesh access to Dahagram-Angarpota via the Tin Bigha Corridor, leading to agitation from the residents of Kuchlibari. While the corridor opened fully in 1992, local restrictions continued to hinder the lives of the enclave's residents. Despite the 2015 India-Bangladesh border agreement resolving most enclave issues, Dahagram-Angarpota was excluded, perpetuating unresolved tensions between the two nations. This article explores the historical and present-day challenges of these enclaves.

**Keywords:** Enclave, Tin Bigha Corridor, Indo-Bangladesh Border, Dahagram-Angarpota

## Introduction

The enclaves of India and Bangladesh are among the many enclaves found worldwide. In India, these enclaves are located in the Cooch Behar district, while in Bangladesh, they are situated in the Lalmonirhat, Panchagarh, and Kurigram districts. Following the 2015 Land Boundary Agreement (LBA), all enclaves became part of their respective sovereign countries; however, the Dahagram and Angarpota enclaves remain part of Bangladesh but are located within India. This small area of Bangladesh is connected to the mainland through the Teen Bigha

Corridor, situated in the Mekhliganj Block of the Cooch Behar district in the Indian state of West Bengal. The Dahagram and Angarpota enclaves were like isolated islands surrounded by foreign territory. Because these enclaves were located within each other's borders—the enclave of Bangladesh in India—residents faced significant difficulties in accessing the mainland. This isolation led to serious challenges for the local population, as they were cut off from essential services. The lack of governance in the area allows anti-social activities to flourish, with criminals taking refuge there as neither Indian nor Bangladeshi police can enter the enclave. As a result, the people of Dahagram and Angarpota were deprived of basic facilities like education, health care, and employment. According to the Indira-Mujib agreement in 1974, Berubari Union 12 will be under the control of India, and Dahagram-Angarpota will be under the control of Bangladesh. As part of this agreement, India promised Bangladesh access to Dahagram and Angarpota so that Bangladesh could exercise full sovereign authority over the enclave. This gateway was called 'Tin Bigha Corridor', and it entered Bangladesh through Kuchlibari. As a result, the life of the people of Kuchlibari became restricted, and they formed the 'Kuchlibari Sangram Committee' and called for agitation. Although communication was established with the mainland of Bangladesh, the living conditions of the people of Dahagram-Angarpota were restricted. Although the Tin Bigha Corridor was opened 28 hours in 1992, many problems remain. In the 2015 border agreement, all the enclaves were exchanged, but Dahagram-Angarpota was left out, which is causing problems for both countries today. There has been a lot of research on this topic in recent times. Among these are the works of social scientist Debdatta Chowdhury and historian Rup Kumar Barman.<sup>1</sup> All these studies have thoroughly discussed the history of Tin Bigha Corridor. However, studies have not fully described how the people of Dahagram-Angarpota and Kuchlibari suffered deprivation and how it is happening today due to the issue of the Tin Bigha corridor. The following discussion explores the significance of the Tin Bigha Corridor and Kuchlibari for Dahagram and Angarpota in detail.

### Historical Background

According to local folklore, the Maharaja of Cooch Behar and the Faujdar of Rangpur would often wager villages from their respective domains while playing chess. When one of them lost control over these territories, control was relinquished, and as a result, these areas became enclaves. A more historically credible explanation for the creation of the enclaves points to several treaties signed in 1713 between the Mughals and the Maharajas of Cooch Behar.<sup>2</sup> These treaties granted control of certain lands in Mughal territory to the Cooch Behar rulers.

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<sup>1</sup> Debdatta Chowdhury, *Identity and Experience at the India-Bangladesh Border: The Crisis of Belonging*, (London: Routledge, 2018), and Rup Kumar Barman, *The Enclaves of the India-Bangladesh Border: History, Statelessness and Bilateral Relations*, (London: Routledge, 2023).

<sup>2</sup> Ananya Bhattacharya, "India-Bangladesh Enclaves: Life in the Islands on Land," *Dailyo*, June 1, 2015. <https://www.dailyo.in/politics/foreign-policy-narendra-modi-sheikh-hasina-land-boundary-agreement-counter-enclaves-india-bangladesh-life-in-the-islands-on-land-4033>.

These rulers, who retained control over these lands within the Mughal domain, could not be displaced, leading to the formation of the enclaves. The 1713 treaty is still considered the origin of the enclave issue. Until around 1814, the East India Company was unaware of the existence of these enclaves in Cooch Behar, as they were part of local zamindari or chakla systems.<sup>3</sup> In 1935, several enclaves were exchanged between Jalpaiguri in India and Rangpur in Bangladesh, as well as between Jalpaiguri and Cooch Behar.<sup>4</sup> However, due to strong local opposition, the Cooch Behar-Rangpur enclaves remained unchanged.<sup>5</sup>

Following independence, an agreement was signed on 28<sup>th</sup> August 1949 between the Governor General of India and Maharaja Jagadipendra Narayan of Cooch Behar, placing the state under the administration of the Dominion of India. Subsequently, Cooch Behar merged with India on 12<sup>th</sup> September 1949, and under Section 29(1) of the Government of India Act, 1935, it officially became a district of West Bengal on 1<sup>st</sup> January 1950.<sup>6</sup> Before Cooch Behar merged with the Indian Dominion, the Governor General announced the formation of the Bengal Boundary Commission on 30<sup>th</sup> June 1947. The commission included Justice Bijan Kr. Mukherjee, Justice C. C. Biswas, Justice A.S. Mohammad Akram, and Justice S. A. Rahaman were chaired by Sir Cyril Radcliffe.<sup>7</sup> The Boundary Commission was instructed “to demarcate boundaries of the two parts of Bengal based on ascertaining the contiguous areas of Muslims and non-Muslims and also taking into account other factors.”<sup>8</sup> The princely state of Cooch Behar once had enclaves within British India, with residents freely accessing both sides. After the partition and the merger of Cooch Behar with India, the introduction of the passport system created difficulties, particularly when the road through Dahagram was closed to Indian citizens.<sup>9</sup> In response, the Mekhliganj-Dhaprahat Road was built along the edge of Dahagram and Angarpota, passing through the Tin Bigha Corridor. This road became the only link between Mekhliganj and Kuchlibari.<sup>10</sup>

After the partition of the subcontinent, India and Pakistan sought to resolve border and enclave issues. In 1958, Prime Ministers Jawaharlal Nehru and Feroze Khan Noon reached an agreement to exchange enclaves without concern for territorial

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<sup>3</sup> Bhattacharya, “India-Bangladesh Enclaves”.

<sup>4</sup> National Archives of India (Hereafter NAI), Internal A Branch, Letter No. 3865-Jur, from J. B. Kindersley, Secretary to the Government of Bengal, to the Secretary to the Government of India, Foreign and Political Department, Government of India, March 9, 1936, New Delhi.

<sup>5</sup> NAI, Internal A Branch, Letter No. 3865-Jur.

<sup>6</sup> Subhashis Sen, “Tin Bigha—Where the People Live Their Daily Life is Complicated,” *Proceedings of Indian History Congress* 73, no. 1 (2012): 1321-1328. Indian History Congress. <https://www.jstor.org/stable/44156333>.

<sup>7</sup> Sen, “Tin Bigha”, 1323.

<sup>8</sup> Sen, “Tin Bigha”, 1323.

<sup>9</sup> Sen, “Tin Bigha”, 1322.

<sup>10</sup> Sen, “Tin Bigha”, 1322.

loss or gain, formalized in the 9th Amendment of the Constitution Act, 1960.<sup>11</sup> As a result, Dahagram and Angarpota became part of Indian territory, and the southern half of Berubari (1.29 square kilometres) was transferred under the Radcliffe Award.<sup>12</sup> After 1971, India proposed a territorial exchange to Bangladesh involving the retention of South Berubari Union No. 12 and the southern half of an adjoining enclave by India. In return, Bangladesh would gain control of the Dahagram and Angarpota enclaves.<sup>13</sup> As part of this agreement, India promised to provide Bangladesh with access to Dahagram and Angarpota so that Bangladesh could exercise full sovereign authority over these enclaves. Additionally, India agreed to lease a narrow strip of land, known as the Teen Bigha Corridor (3 bighas = 178m × 85m), to Bangladesh in perpetuity, ensuring a permanent link between the enclaves and the mainland. This proposal was formalized and accepted in the Land Boundary Agreement, signed by Indian Prime Minister Indira Gandhi and Bangladesh Prime Minister Sheikh Mujibur Rahman in May 1974.<sup>14</sup>

Following the Bangladesh Liberation War of 1971, Bangladesh raised the issue of border demarcation in 1974. A new agreement was reached that allowed Bangladesh to retain control of the Dahagram and Angarpota enclaves in exchange for relinquishing the southern half of Berubari to India. To ensure Bangladesh's access to these enclaves, India agreed to lease the Teen Bigha Corridor to Bangladesh in perpetuity, providing a direct connection between Dahagram and Angarpota and Panbari Mauza in the Patgram police station area.<sup>15</sup> The 1974 agreement between India and Bangladesh faced significant obstacles, particularly due to strong opposition from the residents of Mekhliganj. Outraged by the decision to lease the Teen Bigha Corridor to Bangladesh, the local population formed a resistance group called the 'Kuchlibari Sangram Committee' to protest the lease. In 1979, public resistance was so strong that election workers from Bangladesh were prevented from entering Dahagram to conduct elections. Despite opposition from groups like the Forward Bloc, which resulted in the deaths of three people in a CRPF firing, Chief Minister Jyoti Basu eventually supported the agreement. In response to the protests of Vajpayee of the Bharatiya Janata Party (BJP), on 02 April 1981, P V Narasimha Rao (the then External Affairs Minister) replied in Parliament that access to Kuchlibari would be protected and that Tin Bigha would remain under the sovereignty of India. He stated, "There is thus no question of 'disconnecting' any part of Indian territory."<sup>16</sup>

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<sup>11</sup> Sen, "Tin Bigha", 1324.

<sup>12</sup> Sen, "Tin Bigha", 1324.

<sup>13</sup> Sen, "Tin Bigha", 1322.

<sup>14</sup> Sen, "Tin Bigha", 1324.

<sup>15</sup> Brendan R. Whyte, *Waiting for the Esquimo: An Historical and Documentary Study of the Cooch Behar Enclaves of India and Bangladesh*, PhD diss., (Melbourne: University of Melbourne, 2005), 378–79.

<sup>16</sup> *Lok Sabha Debates*, 7th ser., Vol. 15, no. 32-39 (March 31-April 9, 1981): cols. 43-44.

## Methodology

This study is based on primary and secondary sources. The primary sources are government archives reports, newspaper reports, etc. Secondary sources are books, articles and journals. This study adopts a descriptive research design. The goal is to identify patterns, relationships, and trends within existing data sets and published literature. A systematic literature review has been used for this study. The use of secondary data here ensures the research is grounded in established knowledge while allowing for a brought perspective on the subject matter.

## Conflict of Tin Bigha Corridor

Despite strong opposition from both the BJP and the Forward Bloc, the central government proceeded to sign a new agreement with Bangladesh in 1982, as noted in Whyte's research.

India has leased a corridor to Bangladesh, connecting Dahagram and Angarpota with Panbari, while retaining its sovereignty over the area. Bangladesh can use the area freely in perpetuity, without paying rent, as India waives this right. Bangladeshi citizens, including military personnel, can move freely without passports, and goods transit is exempt from customs or charges. Indian citizens and goods also have free access, with no restrictions. India may construct roads exclusively for its use, provided they do not obstruct Bangladeshi movement.<sup>17</sup>

The agreement effectively turned part of India's territory into an international zone. Although it formally promised the free movement of people and goods across the Teen Bigha Corridor, in reality, it restricted Indian access through the strip, causing significant frustration among the residents of Kuchlibari. Additionally, the landowners of the Teen Bigha strip were strongly opposed to leasing their land to Bangladesh. Furthermore, the agreement stipulated that the land would be leased before it came into effect, yet it included no provision for Bangladesh to negotiate on land-related matters. Sugandha Roy filed a legal challenge against the agreement in the Calcutta High Court, but the case was ultimately dismissed.

In 1983, the Kuchlibari Sangram Committee filed a writ petition in the Calcutta High Court opposing the government's decision.<sup>18</sup> The court issued an injunction, halting the implementation of the 1974 and 1982 agreements until certain conditions, such as constitutional amendments, were met. However, in 1990, the Supreme Court ruled for the full implementation of the agreements without delay.<sup>19</sup> Following the Supreme Court's verdict, the Government of India resolved to implement the agreement. As a result, on June 19, 1990, the District Magistrate of Cooch Behar issued a requisition notice under Section 3(1) of the West Bengal Land (Requisition and Acquisition) Act of 1948 to lease approximately 3.21 acres

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<sup>17</sup> Whyte, *Waiting for the Esquimo*, 382.

<sup>18</sup> Sen, "Tin Bigha", 1321-1328.

<sup>19</sup> Sen, "Tin Bigha", 1326.

of the Teen Bigha Corridor to Bangladesh.<sup>20</sup> After the Supreme Court's verdict, the Kuchlibari Sangram Committee, backed by political parties like the Forward Bloc, BJP, SUCI, Congress (I), and UKD, launched protests against the agreement's implementation. Two strikes were organized in May and July 1990, demanding its cancellation.

The relevant section of the 1974 agreement was finally implemented on June 26, 1992, following an exchange of letters dated March 26, 1992. Initially, Bangladeshi citizens could use the Tin Bigha Corridor on an alternate schedule from 6 AM to 6 PM. In 2001, the corridor's operating hours were extended, allowing Bangladeshi traffic access from 6 AM to 6 PM daily. The Kuchlibari Sangram Samiti opposed this extension, leading to increased protests and intensified movements on the issue. Finally, the corridor was opened for 24 hours on 19 October 2011 after a meeting (Land Boundary Agreement, 2011) between Indian Prime Minister Dr Manmohan Singh and Bangladesh Prime Minister Sheikh Hasina, bringing joy and relief to the Bangladeshi enclaves, especially Dahagram and Angarpota.

### **Kuchlibari problem centered on Tin Bigha Corridor**

The Tin Bigha Corridor and Kuchlibari are deeply connected through the history of the Indo-Bangladesh border and the enclave dispute. Kuchlibari, a small town in the Mekhliganj subdivision of India's Cooch Behar district, lies near the contested Dahagram–Angarpota enclave, which is part of Bangladesh but surrounded by Indian land. Kuchlibari plays a key role in enabling Dahagram and Angarpota to maintain a link with mainland Bangladesh. When the Tin Bigha Corridor was leased to Bangladesh, the people of Kuchlibari immediately declared a movement. Tin Bigha Corridor, which was leased to Bangladesh, created many problems for the people here. The root cause of the problem is the leasing of the Tin Bigha Corridor to Bangladesh, which sparked concerns among Kuchlibari residents about losing access to land, resources, and sovereignty. The increased Bangladeshi presence led to fears of reduced Indian control, prompting protests by the Kuchlibari Sangram Committee in 1990, 1992, and beyond. While security was bolstered with border guards, local villagers felt uneasy due to militarization disrupting daily life. Initially, limited corridor hours also restricted movement, affecting trade and transportation in the region, further fueling local opposition to the lease and its impact on their livelihoods.

The Tin Bigha Corridor stands as a lasting symbol of the geopolitical tensions between India and Bangladesh. Residents of Kuchlibari have had to contend with the economic, social, and security challenges that come with living near this contested border area. As much as this tin bigha corridor has brought joy to Dahagram-Angarpota, it has become a source of pain for the Kuchlibari region of India. Today, the Land Boundary Agreement (known as LBA 2015) has been

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<sup>20</sup> Sen, "Tin Bigha", 1326.

signed between the two countries, and enclaves have been exchanged, but somewhere, there is an atmosphere of pain in the hearts of the people of Kuchlibari. Biswabar Ray (45), a state employee, said, "It has really left us trapped. If Bangladesh chooses to fence the Teen Bigha corridor, we will have no links with mainland India."<sup>21</sup> Md Monirul Islam, a small-time trader, said, "Apart from connectivity, we will face other infrastructural woes. Take for example my village, Kalshigram. It has 390 voters, but for 68 years electricity hasn't yet reached us."<sup>22</sup> Bikash Ray, a private telecom sector employee, said, "In their effort to woo Bangladesh, India can't deny the legitimate rights of its citizens. The Teen Bigha corridor, earlier, had some movement restrictions. Now it's kept open day and night. It is choking us. Incidents of cattle smuggling are increasing. There's no security. Isn't this enough for the government to pay heed to our complaints."<sup>23</sup> Along with this, Utpal Roy, the president of the Kuchlibari Sangram committee, raised questions about the India-Bangladesh Land Boundary Agreement, 2015. He said, "We had hoped that something will be done about the Dahagram-Angorpota. If enclaves are being considered an aberration, why retain one. Dahagram-Angorpota's 7.15 square miles boundary with India isn't fenced. The estimated 34,000 people living there will be best served if they become a part of India. Moreover, unrestricted access makes it a criminal haven. We have made representations to the senior NDA leadership, including external affairs minister Sushma Swaraj and Home Minister Rajnath Singh. Even Bengal Chief Minister Mamata Banerjee had promised to consider the matter. Darjeeling MP Surinderjeet Singh Ahluwalia has already raised the matter in Parliament. We are not giving up hope."<sup>24</sup>

The residents of Kuchlibari have not yet given up hope as they continue to fight daily, but there are doubts about whether an international agreement can change things. Amar Roy Pradhan could foresee this problem. He opposed the transfer of tin bighas because he feared that if the transfer of tin bighas was completed, Bangladesh would withdraw from the enclave exchange. He was more interested in enclave exchanges. He wanted enclave exchange and tin bigha transfer to be completed in one fell swoop.<sup>25</sup> He complained in Parliament, "The Central Government did nothing for these people [of the enclaves], but on the other hand, the Indian Government is very much eager to give a passage to Bangladesh enclaves."<sup>26</sup>

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<sup>21</sup> Saibal Sen and Pinak Priya Bhattacharya, "Happiness for Some, Pain for Others," Times of India, August 2, 2015. <https://timesofindia.indiatimes.com>.

<sup>22</sup> Sen and Bhattacharya, "Happiness for Some."

<sup>23</sup> Sen and Bhattacharya, "Happiness for Some."

<sup>24</sup> Sen and Bhattacharya, "Happiness for Some."

<sup>25</sup> Whyte, *Waiting for the Esquimo*, 141.

<sup>26</sup> Amar Roy Pradhan (MP), "Speech during Written Answers to Questions," 10th series, Vol. IV, no. 39 (September 5, 1991), cols. 31-40.

### **Daily Life of Dahagram-Angarpota Residents**

A 4,616.85-acre parcel of Bangladeshi land, home to 3,165 families, is surrounded by Indian territory. Dahagram-Angarpota is a Former Bangladeshi enclave. The Land Boundary Agreement, signed on June 6, 2015, by Indian Prime Minister Narendra Modi and Bangladesh Prime Minister Sheikh Hasina, excluded Dahagram and Angarpota from the Indo-Bangladesh LBA Treaty. A recent visit by the Asian Human Rights Commission (AHRC) to Dahagram Union Parishad revealed an official population of 16,664 in a 22.68 sq. km area, though estimates from the 2001 census suggest it is now around 20,000.<sup>27</sup> The region has lacked electrification for over four decades due to Indian obstruction, despite a 2009 agreement between Bangladesh and India for electrification.<sup>28</sup>

Community policeman of Angarpota village Touhidul Islam told AHRC, "Bangladesh state existed only in the hearts of the people of this land, as there was no direct help or facility from government institutions. There was no way to leave our place until we got consent from the Indian border guards after repeated requests. There was no chance. It was also very humiliating for us."<sup>29</sup> The movement of people in the Dahagram and Angarpota areas was very limited. If someone fell ill after a certain period, he could not go to the mainland for treatment because the Tin Bigha corridor would then be closed. In times of emergency, like whenever a woman has a serious illness like labour pain, these people usually take the help of BDR (Bangladesh Rifles) soldiers. Back then, the Bangladeshi soldiers requested their Indian counterparts, and the Indian soldiers would say no for security reasons. The people of Dahagram had to get permission from the Indian border guards for every work. From the daily market to farming, the army also needed permission. In this situation, the people of Dahagram and Angarpota had no other option but to follow these rules because no one from the Bangladeshi authorities came to their aid. If anyone sought privileges from the Bangladeshi authorities, he/she had to be tortured by the Indian police or army. Mr. Shamsuddin, the resident of Dahagram Union Parishad, describes daily life. He said, "In 1980, Bangladesh President General Ershad came here to see our situation, and we shared our problems with him. After the President left, we were severely beaten and imprisoned by the Indian soldiers. This detention continued till June 26, 1992. When the Tin Bigha Corridor was opened, the people here got the first opportunity to cross the Tin Bigha to the mainland of Bangladesh. At that time, the Indian government kept the gates open for only 12 hours a day in two three-hour slots on the Tin Bigha corridor through an agreement. We were

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<sup>27</sup> Asian Human Rights Commission (Hereafter AHRC), "Bangladeshi Exclave Dwellers Are Nobody's Headache," *EIA*, Vol. 4, No. 2 (April 2010). Accessed October 2, 2024. <http://www.humanrights.asia/resources/journals-magazines/eia/vol-4-no-2-april-2010/http-www-humanrights-asia-resources-journals-magazines-eia-eiav4n2-bangladeshi-exclave-dwellers-are-nobodys-headache/>.

<sup>28</sup> AHRC, "Bangladeshi Exclave Dwellers Are Nobody's Headache."

<sup>29</sup> AHRC, "Bangladeshi Exclave Dwellers Are Nobody's Headache."

somewhat liberated then.”<sup>30</sup> Before the Tin Bigha Corridor was opened, the Government of India did not allow the Bangladesh Police to enter the area because there was no road leading to it. Now there, Bangladeshi police can. Earlier in this area, the shelters of miscreants were built, since no country's police could go to Dahagram-Angarpota, so a paradise of miscreants was created here. For the first time in history, an army contingent came to Dahagram with special permission from the Government of India during the December 2009 general elections.

Health services are vitally important for human survival. Health services for people living in Dahagram and Angarpota were very poor. Due to its remoteness from the mainland of Bangladesh, no doctors used to come here to provide services. All expressed reluctance to come to this area. Mr Jillur Rahman, a staff member at a health centre in Dahgram, said, “I have no choice but to stay here. Most of the staff do not like to stay in the Dahgram area because of the lifestyle, which seems restricted. This is because we have only 12 hours to travel to mainland Bangladesh and return home, and we must complete the journey within that limited time.”<sup>31</sup> If there is any delay in reaching the Tin Bigha Corridor gate due to transport or any unforeseen difficulties, the people of this area could return home when the gate opens again, i.e. the next morning. This condition of captivity caused many problems for people. Apart from suffering due to political and bureaucratic animosity, the villagers also have to endure natural calamities due to the erosion of the Teesta River. As a result of the erosion, the houses on the east bank of the river are being destroyed, and the number of homeless families is increasing. To control erosion, the government built a dam on the east side of the river. However, residents of the eastern bank alleged that the concerned companies and officials were involved in corruption, resulting in a bad-quality dam. So, as erosion continues and new houses are destroyed every year, people's misery deepens. No one knows whether the river will take away their home. People can do nothing but blame their fate.

## Conclusion

The exclusion of Bangladesh's Dahagram and Angarpota enclaves from the 2015 Land Boundary Agreement brought two completely different ideas to the people of the two countries concerned. Moreover, the 24-hour opening of the Tin Bigha Corridor for the Bangladeshi people also brings two completely different situations in front of the people of the two regions concerned. If the Tin Bigha Corridor is opened for 24 hours, Bangladesh can exercise its sovereign powers in these two enclaves. Before the opening of the Tin Bigha Corridor, the people of Dahagram and Angarpota lived in complete isolation. Their lives became severely restricted. On the other hand, the exclusion of the Dahagram-Angarpota Bangladeshi enclave exchange from LBA has caused problems for the people of the Kuchlibari area under the Mekhliganj block of Cooch Behar district, West Bengal, India. Because

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<sup>30</sup> AHRC, “Bangladeshi Exclave Dwellers Are Nobody's Headache.”

<sup>31</sup> AHRC, “Bangladeshi Exclave Dwellers Are Nobody's Headache.”

they fear future problems with territorial integration with the Indian mainland. The people of Kuchlibari chose the path of agitation so that the Tin Bigha Corridor would not be leased. They are continuing their movement. The 24-hour open access to the Tin Bigha Corridor for foreign nationals raises many questions about the security of India. Moreover, they are also concerned about local security risks and law and order problems due to the open border of the Bangladeshi enclave in Dahagram-Angarpota within the region. Even though India has exchanged all the enclaves of Bangladesh, many questions arise about Dahagram and Angarpota enclaves, and civil life is facing problems to a large extent today.

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