



CPA News

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Moving Ahead in Good Pace
Ranking 71 among top 100 ports on Lloyd's List
24/7: Prompting Faster Delivery
Dredging in Karnaphuli
Port Community

CPA News

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Editorial

A remarkable feat by the port...

It's a small moment to celebrate the great success.

Chittagong port is proudly ranking at 71 on the Lloyd's List of the top 100 container ports in the world. In the making, it had to overtake 27 positions within only 8 years, clearly indicating its rapid and constant progress. Based on the volume of container throughput, the appraisal also shows the port at the 4th position among the top ten winner ports that grew, with a 15% increase it made than the previous year. Obviously, it gives moment to rejoice the success earned by the port and its stakeholders. Good to see the port continues to rise even at such an adverse time when a number of ports across the globe are on the edge of shrinking or even collapsing, in some extreme cases.

Today's shipping industry is facing a challenging operational environment characterized by fierce competition, economic uncertainties and more demanding regulations. At the same time technology is developing rapidly, some of which can really help ports improve their operation, both in terms of efficiency and safety.

Infrastructural development is happening on a massive scale in developing nations prompting growth in their manufacturing industries resulting in a tremendous outburst of EXIM trade. Ports, especially, in the South and South-East Asia are undergoing big renovation programs compliant to the changing reality. No question, one needs to relentlessly grow in all the spheres in order to sustain and compete in such a diabolic global backstage.

Chittagong port is holding the forefront of the ongoing national infrastructure development drive. Colossal schemes, especially in the energy and infrastructure, with the building of mega power plants and regionally connected roads and railways are underway. For them, unprecedented volume of steel, iron, cement, poles and other construction materials are being imported on a regular basis. It must be recognized here that, single handedly, Chittagong port is carrying out this core task of supplying the building ammunition with utmost precision and sheer efficiency.

Receipt of the construction materials and their timely delivery by the port has undeniably been a great help for the government to materialize its development projects in a swift and efficient manner in the preceding years. Keeping up with vision 2021 and 2041 of Bangladesh, to upgrade to a middle income country and then emerging as a developed nation, Chittagong port is also continuously upgrading its capacity procuring more and more modern equipment, building newer jetties and terminals and improving its navigability on the channel. But leading of them all is the newly launched 24/7 call, declared by the Hon'ble Prime Minister of the country, which has confirmed the presence of all concerned regulatory bodies at the port for providing the required service 24 hours seven days a week. You can learn more on this phenomenal progress inside this publication.

Chittagong port manifests its social service through several wings. Notable of them are providing housing and education plus healthcare for the port community. We have a snapshot of these in the newly added section "Community". In this issue, we also bring to your note about some priceless publication on our maritime heritage authored by Bangladeshi contributors in the field that already have earned much international kudos.

Dear readers, give us your prudent feedback, write us and stay with us on this continuous march towards prosperity, hand in hand with Chittagong port.

With thanks,

Zafar Alam

Editor

Port never sleeps. Nonetheless, the much needed coordination and well-timed participation needed off all the stakeholders have been particularly confirmed by the recent command of our Prime Minister Sheikh Hasina, the port is open 24/7 confirming. This measure has greatly reduced waiting time. One stop service has eased time consuming formal procedures saving in time and money.



Lead Story

Moving Ahead in Good Pace

Ranking 71 among top 100 ports on Lloyd's List

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Port operation gained real momentum after the independence of the country. Development of the port became the focal point for its leaders and the policy makers. As part of an earlier plan, 3-4 buildings were raised within the premises of High School Colony. Eventually, initiatives got underway for the allocation of residences for the port officers and staff of different tiers.

News Bytes

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- Airport Road extends into four lanes
- Western Marine building tugboats for Chittagong port
- US Coast Guard visits Chittagong port
- Master Plan to revoke Karnaphuli Pollution
- A feather in the crown!
- Korean Register to classify Bangladeshi-flagged ships

Book Shelf

07 Highlights on some of the notable maritime publications authored by Bangladeshi experts exploring our maritime heritage that already have earned much international appreciation.

Chronicle

12 Rhinos Roaming the Wilderness of Chittagong

One-third of Chittagong was covered with hills and jungles ruled by wild elephants, bears and the tigers. Only two hundred years back, it was quite common to spot a Rhino on a chase, protruding its horn on the face. One could always listen to the murmur of the not-so-far mountain spring if you hand an ear for it like some nameless lady treading the grass softly tinkling her ankle bells.

08

Edge

24/7: Prompting Faster Delivery



Functions of the port happen in a concerted manner where one hiccup can stuck up the entire process jamming the loading or the unloading of the ship. It is like a relay race where one can begin functioning as soon as the other finishes his part. In other words, it is like a spinning wheel where the stakeholders need to be on the same pace with the spinning of the bigger wheel.

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Perspective

Dredging Karnaphuli Yesterday, Today and Tomorrow



Dredging brings back the life to the rivers by dredging the riverbed of the disappearing rivers. This gives us three kinds of benefits, first, ensures safety of the river banks from erosion; second, guarantees the growth of landmass, and third, makes sure that big ships can navigate well through the rivers.

Moving Ahead in Good Pace

Ranking 71 among top 100 ports on Lloyd's List

Milton Molla

Chittagong port is poised to cover a great distance taking in small leaps at a time. Moving towards its goal, it has left behind several marks of notable achievements of which, the newest comes from the prestigious Lloyd's List. Lloyd's List is one of the world's oldest continuously running journals, having provided weekly shipping news in London as early as 1734. Founded in 1760 as a marine classification society, Lloyd's Register now operates across many industry sectors, with over 9,000 employees based in 78 countries. In their judgment, Chittagong port this year have been ranked 71 toppling 6 steps from the previous position 76. In addition, out of the top ten winner ports who successfully boosted their growth in the face of an adverse global economy in the precious year, Chittagong port proudly stood among the list at the 4th position with a 15.9% rise in its container throughput than before.

EXIM on this planet

Importance of the ports, especially in the developing countries, has grown dramatically in recent days in terms of their extensive giving in the economy. Infrastructural development is happening on a massive scale in addition to a growth in their manufacturing industries resulting in a tremendous growth of their EXIM trade. Bangladesh is an ideal example of these remarkable phenomena.

Bangladesh is fast moving forward with its determined development goals and it is gaining momentum each day. Presently,

several fast track projects are underway while many others still waiting in the pipeline. Huge development schemes especially in the energy and infrastructure, with the building of mega power plants besides regionally connected roads and railways have been undertaken to impel global trade.

Chittagong port, being the prima facie of the country, is playing the key role in them. To cope up with this phenomenal workload, it is undergoing a range of systematic changes, building new jetties and terminals delivered with modern equipment, introducing modern-day management for the best

practice in terminal operation all aimed to further boost its capacity. Highest care is being taken for a continuous upgrading of its human resource and firmly keeping up with the environment sustainability.

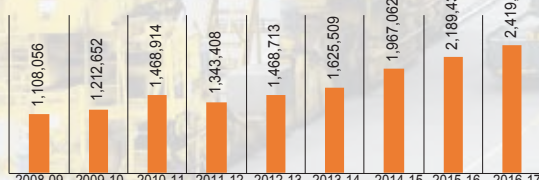
Resilient leadership

Port never sleeps. Nonetheless, the much needed coordination and well-timed participation needed off all the stakeholders have been particularly confirmed by the recent declaration of our Hon'ble Prime Minister Sheikh Hasina, for 24/7 port operation. This measure has greatly reduced waiting time.

Bangladesh, one of the top 30 economies by 2050 growing faster than China, Indonesia, Pakistan, Malaysia and Thailand

PRICEWATERHOUSECOOPERS

CONTAINER HANDLING (IN TEUS)



**RECORD container
handling** **9,695** TEUs
in a day
On July 22, 2017

Piracy incidents plummeted to **ZERO level**

Port standing at the core
of the national development agenda

One stop service has eased time consuming formal procedures saving in time and money. Nonetheless, to achieve the highest mark, the port is strong-minded to initiate further automation and enhance efficiency in all spheres of port functioning.

The Premier has called upon the country to exploit the maximum resource for realizing Vision 2021 and Vision 2041 uplifting Bangladesh from a middle income country to a developed nation. Towards that, in addition to Chittagong Port, development works are in progress at Mongla port too. A few years back, Mongla fell almost at the brink of collapse. Optimistic approach by the government reversed the situation and invigorated new life into it once again through initiatives, like, administrative overhaul, modernization of working method and introduction of newer technology. The government is committed to work not for the profit of the port, but also the benefit of the people involved into it. These measures have affirmed growth for the country as well. It is projected, growth at this pace will result in a capacity demand of handling 30 million TEUs container by 2021. The government, in addition, is seriously working with a holistic Delta Plan 2100 designed to address the adverse effects of global climate change as flooding and droughts, sea level rise, salt water intrusion, access to fresh water which pose threats to water safety, food production and economic growth.

Blue economy

It has put significant priority on blue economy in its seventh 5-year Plan with added emphasis on protecting and maintaining of the fisheries at sea, developing strong renewable energy sector, create a competitive tourism besides prioritizing climate issues at all fronts. Bangladesh has an authority over an area equivalent to its 80 percent of land area in the territorial water after its mitigation of conflict with India and Myanmar. It is true, we are not yet capable enough to exploit the huge resource all on our own. European Union (EU) earns 95 million euro from their seas annually. Bangladesh Government has signed an agreement with the EU last year through which they will now invest in joint venture for maritime research here.

The government is particularly thoughtful about making the most of the blue economy, a treasure of limitless possibilities. It is quite set to grow into a developed nation and towards that end, has taken all the right initiatives for the port development welcoming newer thoughts in it. These features

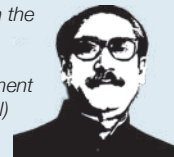
combined, Bangladesh is now a key player in the regional geo-politics, thanks to its ever growing economy and the sea resources.

Chittagong port, holding ground at the forefront of this campaign is fast preparing itself in multifarious wings to achieve the capacity required in realizing these goals.

Big Steps Forward

To prepare the nation for its great leap towards success, the government is implementing short and long term infrastructural projects which would serve as the platform in supporting this elevation. Costing around 40 billion dollars, they include, among others, 6.15

Father of the Nation Bangabandhu Sheikh Mujibur Rahman showed his tremendous farsightedness as he framed *The Territorial Waters and Maritime Zones Act, 1974* to establish Bangladesh's sovereign rights in the sea. It was at a time when there was no such law in most of the countries in the world. Nearly eight years after this enactment by Bangabandhu, the United Nations (UN) framed *The UN Convention on the Law of Sea (UNCLOS)* in 1982.



km Padma Bridge and 2.4 GW Rooppur nuclear power plant, Payra Sea Port, coal powered large power plants at Matarbari, Karnaphuli tunnel, metro rail and LNG terminal. The Government of Bangladesh's commitment for attaining MDG objectives has been manifested in her development plans. Bangladesh has already met most important targets of MDGs like reducing headcount ratio



Bangladesh
is included in
the 'next 11
countries to
watch'

**Goldman
Sachs**



**BANGLADESH:
Economic
Growth 2016-17**

7.28%

National GDP

\$ 2.65 bn

FDI

\$ 34.8 bn

Export Earning

\$ 33.5 bn

Forex Reserves



INCREASED DRAFT

up to **9.5 m**
& LOA **190 m**

Night navigation
LOA up to 175 m

Port standing at the core
of the national development agenda

and poverty gap ratio, attaining gender parity at primary and secondary levels education, under-five mortality rate reduction, containing HIV infection with access to antiretroviral drugs, children under five sleeping under insecticide treated bed nets, cure rate of TB under DOTS etc. The evidences are convincing enough to say that Bangladesh is a front runner country that is on way to achieve most of the targets set by the world community.

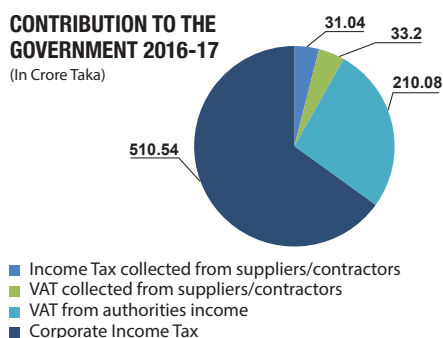
In addition, the government is also setting up over 100 EPZs all across the country. These projects as a whole have hiked our import volume up in the sky. Receipt of the construction materials and their timely delivery by the port has undeniably been a great help for the government to materialize its development projects in a swift and efficient manner in the preceding years. Unprecedented volume of steel, iron, cement, poles and other construction items are being imported on a regular basis into country. It must be recognized here that, single handedly, Chittagong port is carrying out this basic task of supplying the ammunition with utmost precision and sheer efficiency.

New face of the port

But the port had to reshape and renovate its various wings first, before it was prepared to perform the job flawlessly. To accommodate bigger ships initiatives were taken to dredge the channel and increase draft limit. Nine lac cubic meter of maintenance dredging are

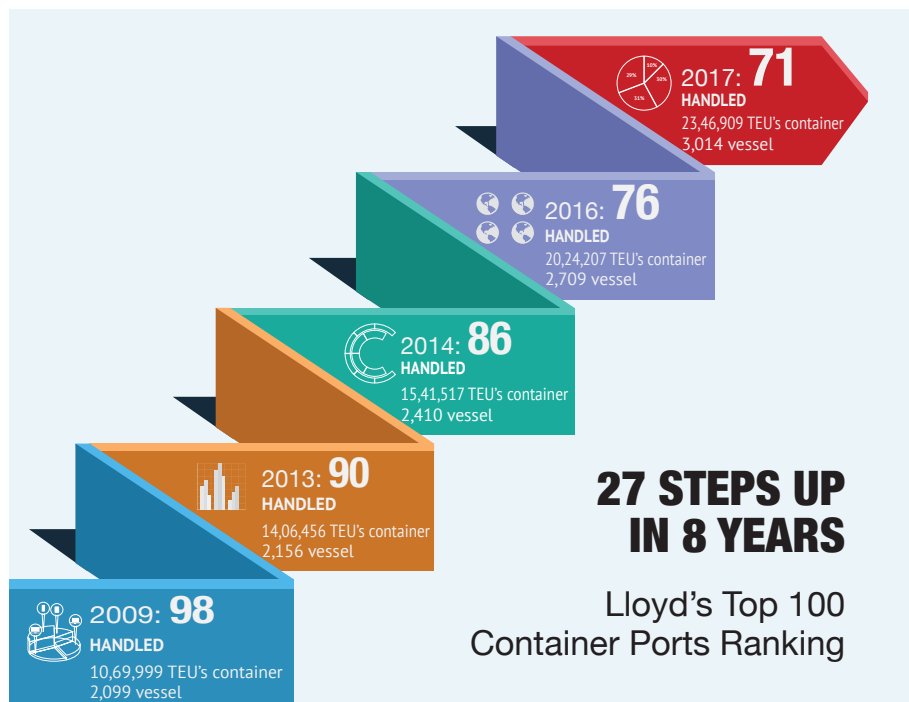
CONTRIBUTION TO THE GOVERNMENT 2016-17

(In Crore Taka)



being done per annum facilitating more and more ships to berth at the jetties. Yards have been added and powerful cranes have been procured at jetties plus, modern methods introduced at every level in the official process resulting in faster transaction. ISPS compliance has earned further trust and confidence at the international arena boosting trade. Productivity of the human resource has also been upgraded through series of vigorous training and motivational measures. As a result, handling of container volume has seen a dramatic rise reaching 2.35 million TEUs in 2016 highest in its history from just one million in less than a decade.

Port's contribution is indispensable for the continuation of this forward march of Bangladesh in terms of economic and social progress. Government is categorically frank on this and fully committed to extend its all



support for the expansion and development of the ports. Currently, it is in full throttle with the building the Patenga Container Terminal, the Bay Terminal and Laldia Multipurpose terminal and a few others besides laying multilane connecting roads and rail tracks, implementation process of which are already underway. Future plans include furnishing the port to serve as the regional hub in South Asia as well as equipped justly to act as the platform of exploiting the reclaimed potential of the blue economy.

Acknowledging of port-led progress

Port is the center of the greater national growth. Bangladesh is moving on a steady growth at 6-7 for nearly a decade while the port complied with the pace running at 12-14 percent growth.

The rapid success of Chittagong port within such a brief length of time is meticulously reflected over its mark on the prestigious Lloyd's List of 100 top container ports in the world where in 2009 its position was 98 but then it dramatically leapt to the 71 last year toppling 27 steps down the way merely in 8 years, truly deserving kudos.

Recognition instigates inspiration and as an offshoot of this unique achievement, Chittagong port is further resolute to take it to the next level, hand in hand with the noble stakeholders, enthused by the unwavering support and perfect leadership by the government.

- Milton Molla
Writer & Journalist

The winners

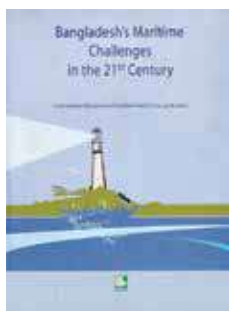
Ranking	Port	2016 annual throughput (teu)	2015 annual throughput (teu)	Annual % change
44▲17	Salalah	3,325,044	2,569,363	▲29.4%
84▲10	Tangshan	1,932,000	1,519,000	▲27.2%
76▲11	Bandar Abbas	2,130,000	1,678,000	▲26.9%
71▲5	Chittagong	2,346,909	2,024,207	▲15.9%
45▲7	Mundra	3,320,285	2,895,046	▲14.7%
74▲5	Barcelona	2,236,960	1,954,262	▲14.5%
66▲7	London	2,537,000	2,217,000	▲14.4%
32▲4	Manila	4,523,339	3,976,262	▲13.8%
91NEW	Sines	1,513,083	1,332,200	▲13.6%
58▲10	Incheon	2,679,504	2,376,996	▲12.7%

Chittagong ranking the 4th on the top 10 winner ports who grew



Bangladesh's Maritime Challenges in the 21st Century

Rear Admiral (retd.) Mohammad Khurshed Alam (C) ndc, psc, BN



Bangladesh's Maritime Challenges in the 21st Century focuses on the importance of the study about the Bay of Bengal covering various critical issues having implications for the country's maritime future. Chapter Two highlights potential impact of the rivers/inland waterways in the transportation in maritime sector of internal and foreign trade, contribution of seaports and growth of shipping and related maritime administration. Chapter Three covers about the marine science, resources of the sea/beach, state of POL and natural gas supply. Chapter Four is all about the Law of the Sea, Bangladesh's maritime boundary and the issue of South Talpatty and the implications of the UNCLOS. Chapter Five makes an assessment of the Challenges of the Century on our national life and security while discussing marine pollution, piracy, drug and arms trafficking and narco terrorism, laws of armed conflict at sea, impact of information technology, global climate change and natural disasters (Cyclones and Floods) and maritime disasters etc.

Chapter Six deals with the birth of Bangladesh in ensuring its expected performance and command of the sea. Chapter Seven discusses about the framework for maritime and naval strategy for Bangladesh, importance of maritime cooperation among the countries surrounding the Bay of Bengal and finally the book proposes for a national maritime policy guidelines. Maritime resources of all kinds and types discussed in the book can actually act as the Light House to re-direct the destiny of Bangladesh in the present century and beyond.

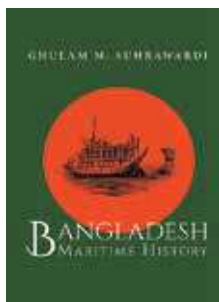
Content Details: Chapter 1: The bay of Bengal, Maritime heritage and trade Chapter 2: Prospects of Inland waterways, ports and shipping Chapter 3: Marine science, sea resources and hydrocarbon/Natural gas Chapter 4: Law of the sea, ratification and maritime zones act of Bangladesh, maritime boundary, south Talpatty and legal uncertainty Chapter 5: Challenges of the century - pollution, piracy, drug & arms trafficking, armed conflict, information technology, global climate change, cyclones and floods Chapter 6: Bangladesh navy, integration and management, sea power command of the sea and problems of third world navies Chapter 7: Maritime and naval strategy, regional maritime cooperation and national maritime policy

Published by Pathak Shamabesh from Dhaka, its price is USD 30.00. ISBN number is 9848120564

This section provides highlight on some of the notable maritime publications authored by Bangladeshi experts exploring our maritime heritage that already have earned much international appreciation.

Bangladesh Maritime History

Ghulam M. Suhrawardi



A wide network of rivers make Bangladesh one of the largest maritime nations in the world. Various types of inland marine crafts have been carrying cargo and passengers for thousands of years. Being self-sufficient in resources, ancient Bangladeshis did not have to venture outside their nation and therefore, ocean borne navigation was never an important aspect of their life.

Bangladesh maritime history is interwoven with the Indian history since for centuries it was a part of early India. The Indian subcontinent's maritime history

predates the birth of western civilization. The world's first tidal dock is believed to have been built at Lothal around 2,300 BC during the Harappan civilization near the present day Mangrol harbor in Gujarat coast. The Rig Veda, written around 2,000 BC credits Varuna with knowledge of ocean routes commonly used by ships and describes naval expeditions which used hundred-oared ships to subdue other kingdoms.

A number of rivers drain into the Bay of Bengal namely, the Ganges/Padma, Meghna and the Brahmaputra and Jamuna in the north, the Irrawaddy in the east, and Godavari, Mahanadi, Krishna and Cauvery in the west. And this is where ocean borne traders piled their boat for centuries. However, inland marine was an important feature in the lifestyles of Bangladeshis and would remain so for a long time. These and many other interesting stories have been can be found throughout the 170-page publication that has been published by FriesenPress from Canada. The ISBN is 978-1-4602-7277-0 (hardcover) and 978-1-4602-7278-7 (e-book).

Human Resource Development: Maritime Education and Training in Bangladesh

Ahmedul Karim Chowdhury



Another good publication by Pathak Shamabesh in Bangladesh, this narrative reviews current scenarios of maritime education and training in Bangladesh, India and Vietnam with a brief comparative analysis. It includes a quantitative and qualitative analysis along with specific

recommendations based on a perception survey conducted among the mariners ashore, port professionals, educationist, shipping and logistics professionals, lawyers and students.

It also provides invaluable suggestions for MET development Bangladesh. This book is intended to be a companion to politicians, policy makers, entrepreneurs, professors, researchers, seafarers and students having interest in maritime education and training, human resource development, transport chain and development of maritime cluster. Priced at BDT 595, the ISBN is 978984886616.



Round-the-clock container handling at port in full swing following the Prime Minister's call for 24/7

24/7: Prompting Faster Delivery

Biplob Sarkar

The current trend as we can see, developed countries are in a hot pursuit for investing more and more in the developing countries. This global trend has ultimately resulted in the rapid growth of export-import volume in these countries putting an unprecedented pressure on their port facilities. This is also causing delays in turn-around-time for the ships, charging additional fare for the shippers. To tackle this huge pressure and redirect the course of events right, ports of these countries are undergoing massive changes both in their infrastructural facilities as well as in their smart policies. Chittagong port too, is passing through a similar phase of metamorphosis, right at this very moment.

At present, Chittagong port has 19 jetties for berthing ships. Of them 13 are dedicated to the container ships while 6 for the handling for cargos. Container handling has grown by 1 million TEUs within 5 years between 2012 and 2016. It handled above 2.3 million TEUs only last year and is expected to cross the mark of 2.5 million by the end of this year. In 2016, 23,46,909 containers were transported through this port which is a 15.9% increase than the previous year. This growth was 17% in 2015. Although slow growth in global trade on that year led many ports to cut their container volume, Chittagong port displayed a brilliant performance and, instead, increased it.

To sustain this success, port needs to operate day and night in a synchronized manner with the other stakeholders who are also integral



factors involved with the cargo and container delivery functions. In country, the EXIM necessitates input from a number of 20-25 government and non government bodies. As an

active tool port, Chittagong has its supporting hands too, critical among them are the customs, berth operators, terminal operators, ship handling operators, C&F agents, BSTI, food department, atomic energy commission, livestock quarantine station and dangerous cargo inspection office. Each has its unique and important duties to perform. The port cannot speed up the course of things without an active support from each and all of these stakeholders. Functions of the port happen in a concerted manner where one hiccup can stuck up the entire process jamming the loading or the unloading of the ships. It is like a relay race where one can begin functioning as soon as the other finishes his part. In other words, it is like a spinning wheel where the stakeholders need to be on the same pace with the spinning of the bigger wheel.

Consulting the oracle

To make things simple for all, on July 7, Hon'ble Prime Minister Sheikh Hasina has given clear-cut directives for customs, banks and other relevant bodies to work 24 hours 7 days a week keeping in perfect coordination with the port authority.

Port to run round the clock

In accordance with the directives, the Chittagong Port Authority along with the customs, importers, C&F agents and the off-docks are putting in a concerted effort to ease out movement of cargo. All the banks at Chittagong Port have been directed to operate 24/7 along with the port authority and customs. Private ICDs have been urged to render quick

To make things simple for all, on July 7, Hon'ble Prime Minister Sheikh Hasina has given clear-cut directives for customs, banks and other relevant bodies to work 24 hours 7 days a week keeping in perfect coordination with the port authority.

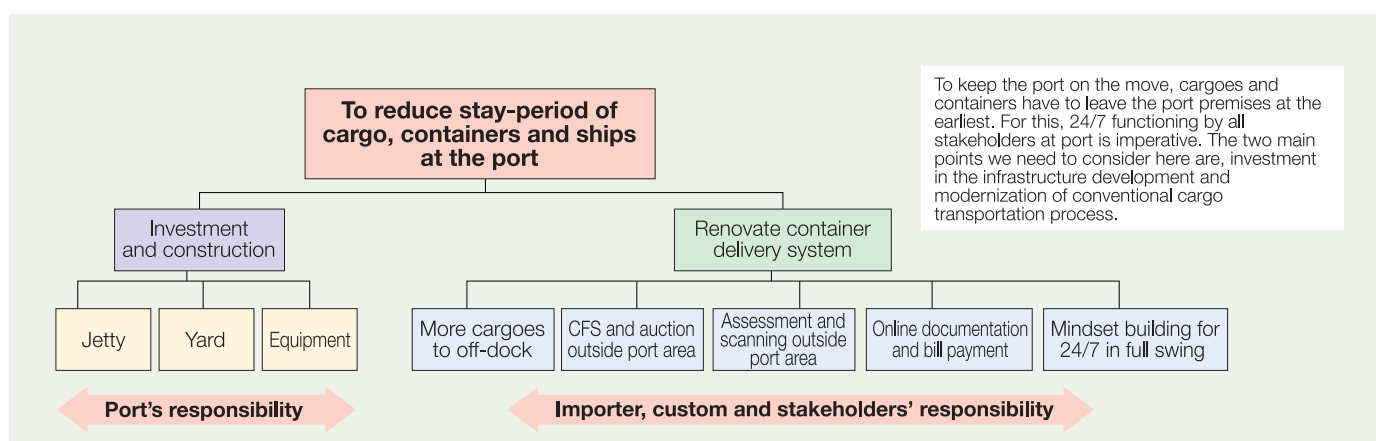
The following chart shows, stakeholders' participation reached its peak on Wednesday, however, began to slide between Thursday and Sunday, thanks to the weekend effect. Total number of containers delivered in the week is 24,907. But the number easily could have reached 31,225 if the Wednesday-smartness was maintained throughout the week.

Day	TEU's
Sunday	2,967
Monday	3,388
Tuesday	4,137
Wednesday	4,465
Thursday	4,254
Friday	2,901
Saturday	2,795
Total	24,907

delivery and efficient service. The Bangladesh Land Port Authority (MLPA) has been instructed to construct an alternative road for transportation of goods, while the port operates 24/7 to evacuate cargo.

It has also been decided that the off-docks and the port authority would procure more equipment to facilitate swift movement of cargo. The ICDs will send export laden containers to the port six hours before their sailing. They will also try to take out import laden containers of their designated 37 items at the shortest possible time. Bids have been invited for erecting new terminals to handle containers and bulk cargoes at the port.

Keeping up with the 24/7 call,



Chittagong Customs House has jumped into action dispatching nearly hundred assistant revenue officers and nine assistant commissioners for supporting the EXIM operations 24/7. The CPA will provide an export yard of at least 1,000 TEUs at the CCT (Chittagong Container Terminal) and at NCT (New Mooring Container Terminal) within a short time, and will transfer 4,200 TEUs of containers meant for auction to the newly-built south container yard.

Measures are underway to build these yards at CCT and NCT in order to facilitate the ICDs to go directly to the vessels' hook point to load export containers onto vessels. In addition, the Authority has asked the off-dock operators to install scanners at their yards to prevent contraband items moving through the port.

CPA has imposed strict limits on the duration for how long a ship may remain in the port and this is forcing vessels to set sail even if certain booked containers have not been loaded. As per the new timetable, a gearless container vessel is allowed to berth for 48 hours, smaller geared vessels with cranes onboard can berth for 60 hours and the largest geared vessels are allotted 72 hours at the port.

Faster container dispatch

No fare is charged for keeping the containers at the port premises for up to four days once unloading is over. However, it has been found that 65% of these containers are actually being delivered past these four given days posing threats for a port that is obliged to run with a limited capacity. The port is not liable of delivering containers. At modern ports, the delivery takes place outside the port area. One of the primary causes of delay in container dispatch is the limpness of the major stakeholders who do not take away their containers from the port in time. The delay in delivery of containers from the port has a cascading effect translating into higher end prices for all goods being imported. The backlog in unloading these goods means that the market price of imported product is rising.

Experts believe the more number of items we can deliver through the off-docks the less strain of containers

No fare is charged for keeping the containers at the port premises for up to four days once unloading is over. However, it has been found that 65% of these containers are actually being delivered past these four given days posing threats for a port that is obliged to run with a limited capacity. The port is not liable of delivering containers. At modern ports, the delivery takes place outside the port area.



Containers at the port yard waiting for delivery

on the port. For instance, the steel industries that import scraps have enough trailers by which they can directly take delivery from the yards. Alternately, they can build their own private jetties. They can transport the containers to their jetties after paying the dues of the port. This could save both time and money. Idling of containers at the port yards will also reduce dramatically.

These are some of the measures currently being implemented to ease the container delivery functions of Chittagong port. The authority has placed a requisition for declaring the port as a thrust sector, exempting it from paying non-tax revenue, reforming customs scanning system for quick delivery, reducing physical inspection of goods, more off-dock in private sector and review of tariff.

Chittagong port handles 92 per cent of EXIM cargo in Bangladesh and the volume at the port have been steadily growing alternately overstressing the existing infrastructure.

Huge bulk of equipment is being procured to meet up the current demand at the jetties that currently has 4 quay gantry cranes, 2 mobile harbor cranes, 21 RTG cranes and 38 straddle carriers. Measures are also underway for launching more lighters to transport containers from ocean-going vessels that must offload at outer anchorage. Number of berths is also in the increase to accommodate more ships at the jetties, thus putting an end to the queue of vessels waiting to get berth.

Six of the thirteen jetties in the port have a depth ranging between 6-7 meters, which prevent larger ships from berthing at them directly. As such, capital dredging is underway to increase draft near the jetties. This would enable bigger ships to berth at the jetties facilitating direct unloading saving time. Cost of the shippers would also reduce as a direct outcome of this measure.

Issuance of clearance certificate

An important issue in the line of events is the issuance of clearance certificates. One has to procure at least 13 different certificates from the concern authorities e.g. custom, berth operators, terminal operators, ship handling operators, C&F agents, BSTI, food department, atomic energy commission, livestock quarantine station and dangerous cargo inspection office. Custom is compulsory for all types of containers, so, bearing greater responsibility than the others.

For the new policy to produce result, it is imperative all the other stakeholders fast comply with this new trend and stay at service 24/7. Besides, the custom and the freight forwarders should think of automation and simplifying the tariff collection and delivery process.

Physical inspection by customs slows down the speed by 13-14 percent. At most modern ports, including Antwerp, only 1 percent of the physical inspection is carried out at the port while at Chittagong port it is

above 15 percent. This is detrimental not only for the importers and the traders but also for the national economy. To alleviate this, it has been urged to conduct the physical inspection by custom outside the port area. In many countries the containers are directly delivered to the factory or importers own place and the custom do their job right there. If we can apply the same here with us, it is assumed there would be lesser containers within the port area as well as fewer ships idling at the outer anchorage.

Our port, our city

The Chittagong port has a profound bond with the port city. In most cases, the city is the natural outcome of the continuous extension of the port itself. This relation works in different dimensions e.g. on economic, social, environmental and cultural level. All these factors contribute in deciding on how efficiently the port would run.

Smooth transportation system on the land and water is what the port is looking forward to; however, it cannot do alone. There was a time in the past when all the expansion works of the city were port centric. Later, the city turned into a mega city with extension of lands, work area and the infrastructure. Different regulatory bodies began to operate from an array of different platforms for the running of the city having no direct coordination with the port. However, for the greater good, development

work in the city must consult with the port authority before the execution. For instance, take the drainage system running beneath the Agrabad Road up to the jetty no 1 of GCB which spews all the city waste into the Karnaphuli channel right beside the jetty. As a consequence, draft limit at this point has gone to 6.5-6.0 meters down from 7.5-8.5 meters. Similarly, we cannot derive the expected benefit from the flyover that we had built in front of the jetty in absence of a coordinated plan in the very first place. The concept of port-led development is expected to solve these drawbacks ushering a new era towards prosperity.

Another menace of Chittagong city is waterlogging. The land feature of the city is a bit unusual where the river runs on a higher plane than the city. As such, the water collected at high tide or during the rain cannot pass away easily causing water logging. This in turn results in traffic jams inflicting immense suffering on the transportation activity of the port. Unsurprisingly, the number of idle containers in the yard also keeps on growing at an alarming rate. It is good time we initiate a separate traffic systems for the port and the city.

The situation can be further tackled through a coordinated plan by the Port Authority, Roads and Highways Department, Police, Chittagong Development Authority and City Corporation. The off-docks also need to relocate at farther distance from the port premises. Another point to

ponder, 70 percent of the EXIM cargo is Dhaka bound and currently carried on by roads. This creates traffic congestion on Dhaka-Chittagong Highway resulting in wastage of time and money. To alleviate this, the authority has prompted initiatives to cut back on the dependency on the roads and is concentrating more on transporting them by rail and waterways.

Next, there is the rapid expansion of the industrial belts. Such growths need huge amount of land acquisition nearby the deep sea areas which is quite hard to find in the port neighborhood. That is why Maritime Industrial Development Areas (MIDA) usually gets built at a distance from the ports. These necessitate new modes of communication. In our case, we need to build this commutation infrastructure keeping in mind the factors like the Bay Terminal, PCT, Laldia, Karnaphuli Tunnel and Special Economic Zones at Anwara and Mirsharai, most of which are currently underway.

Less is more

That the traffic and the transport in the port city shall grow in numbers in future is quite predictable. Emphasis would be on hinterland communication through roads, rails and waterways. Building of intra-city infrastructure through good coordination between the Port Authority and the city administration is an issue we cannot afford to ignore. Smooth traffic movement all across the city can be attained and cost reduced if simply these two apex bodies work in good partnership.

It is only then, the port could flourish once again cutting back the idling hours of the containers inside the port premises.

Physical inspection by customs slows down the speed by 13-14 percent. At most modern ports, including Antwerp, only 1 percent of the physical inspection is carried out at the port while at Chittagong port it is above 15 percent. This is detrimental not only for the importers and the traders but also for the national economy. To alleviate this, it has been urged to conduct the physical inspection by custom outside the port area.

Only 1 percent of manual scrutinizing and checkups are done within the port premises in most modern ports. However, it is still 15 percent with the Chittagong port which must go in order to attain a faster pace.



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- Biplob Sarkar
Associate Editor, CPA News & Bandarbarata

Image Source: Kim-Maher's Art



Wild animals treading the hills and jungles of olden Chittagong

Rhinos roaming the wilderness of Chittagong

Bijoy Majumdar

The kingdom of Arakan and Tripura had been on frequent wars over centuries to settle on who would control the Port of Chittagong. Later on, the Portuguese also joined this war game and engaged in a lengthy fight against the Sultans of the Bengal who enjoyed support of the Mogul emperors in Delhi. The British, the trader-in-disguise, eventually made the best out of the ensuing events and established their authority over Chittagong region, including the port by the earlier part of the 18th century. Thus, Chittagong became just another division in the Bengal province of the British India.

Building up years of the 19th century

Under the new administration a separate province was being formed consisting of the East-Bengal and Assam. Chittagong became an indispensable part of this new province. Eventually, it grew in fame in particular for its Assamese tea and the salt industry flourishing along the coast of Cox's Bazar. During this time, Chittagong began to revive some of its dwindling pride. The division had four districts in 1901, namely, Noakhali, Tripura (Comilla),

One could always listen to the murmur of the not-so-far mountain spring if you hand an ear for it like some nameless lady treading the grass softly tinkling her ankle bells.

Chittagong and the Chittagong Hill Tracts (Rangamati, Bandarban, Khagrachari and Cox's Bazar).

Expansion of territory and population grew keeping at par with the ever growing importance and influence of Chittagong port. In 1832, population was 34,41,430 which reached an astonishing figure of about 5 million by 1901, within just around 70 years. The exact figure would be 47,37,731. On average, only 409 lived on every square miles of area in a mostly isolated rural and serene township. It

had 9,000 villages and just 7 cities scattered over here and there. The apple of the eye was the one and only Port of Chittagong.

One-third of Chittagong was covered with hills and jungles ruled by wild elephants, bears and the tigers. Only two hundred years back, it was quite common to spot a Rhino on a chase, protruding its horn on the face. One could always listen to the murmur of the not-so-far mountain spring if you hand an ear for it like some nameless lady treading the grass softly tinkling

her ankle bells. Carnivorous Burmese pythons in the wilderness were a very common find waiting for its prey by some spring.

Diversity featured the people as well similar to the variety of its land features. Buddhist besides the Muslims and the Hindus live here while the tribes built homes in the hill tracts. Chittagong became a municipality in 1864. Alongside the growth of the Port, the city began to expand too. People of different religions from faraway lands began to settle in. When the evening would set over the city sky, one could hear the azan and the blowing of conch filling the air from all across the city. The air filled with the utterance of the sacred Buddha chants, Buddhang Sharanang Gachchhami while a single catholic church rang its solemn bells. Among other towns, only Chittagong had a population of 22,140. The population of Brahmanbaria and Comilla were 19,915 and 19169 respectively. The municipality covered an area 6 sq km which grew into 9 km by 1901. It was just a small town village featuring a few rickshaws while most people moved on feet. Gaslights were being replaced by the electric bulbs. Most of the houses were of mud, bamboo or cane built. Among a few of the beautiful buildings in city, the most prominent were the residence of the divisional commissioner and some other government structures.

Chittagong in course became the principal port for east Bengal and Assam. Cargoes used to reach port through the many rivers and waterways. Jute arrived in ships from

Chandpur while tea was transported by train from Assam directly unloading them at jetties. Export began for items like jute, rice and tea. Import items included kerosene, salt and timber. People from all walk of life throbbed in coming from different corners of the country as soon as the port functions increased opening its different wings. All these growth and workload created great pressure on the friendless jetty on the port. Hence began the building of more jetties for the port in no time.

Chittagong Municipality Moves On

In 1761, Chittagong was handed over to the British over an agreement signed between the last free ruler of Bengal Mir Kashim and the Company. It was just another small town in the British Empire but soon it began to grow fast. A committee was formed in 1856 for the development of a modern city. It was named 'Chittagong City Sewerage System Development Committee.' They primarily focused on the lifestyle factors of the townspeople. This was the first committee before the coming of the municipality. However, they extended to other works as well like draining of natural canals flowing around the city and building of new roads. Records say, the first meeting of this committee was held on 14 May 1856 with the Divisional Commissioner C. Stare as its President and other British members C. Chapman, W. Beatson, H. J. Bembar, W. H. Henderson and G. C. Fletcher as members. Thakoor Box Tewari and Har Chandra Roy represented the local community.

Sewerage was the first topic they

discussed in their meeting. Water logging in the canals was marked as a severe threat to the public health. Crisis for drinking water was the next most acute problem. Jervis and Russell Company undertook to conduct a survey on the task. The Lt. Governor allocated an amount of tk. 1,000 for them in advance. The committee also fixed a rate for the labor of felling trees. The town was surrounded by deep jungles. Now and then someone was being killed or taken away by the tigers of the jungle. So a lot of axe-men were needed to fell the trees and clear off the forest. The committee decided on employing the inmates for doing this job. It asked for permission from the district magistrate for doing this. However the committee failed in their attempt due to lack of fund. Afterwards, they asked for tk. 10,000 from the Lt. General, the provincial governor. A surveyor named Munu was appointed for the job and he began the survey in no time. His remuneration was fixed at tk. 300.

Port grew over time. People came from different corners of the land for employment at the port. However some of them got engaged into crimes and was called 'Danger Coolie' by the British authority. British had a big headache as these coolies got involved with various organized crimes. On 25 July 1865, Mr. Every was appointed as the overseer to watch over the colliers since Mr. Rivet, the surveyor, was too busy to undertake the job. The pressure of maintaining the development spree compelled the government to hand over the responsibility to the administration and thus, Chittagong city was made into a municipality dividing it into 5 different wards named A, B, C, D and E, on 22 June, 1863. Mr. J. D. Ward became the first head of this municipality. Seeing Chittagong, the commercial capital of the land as it is today, it is hard to imagine a city as its predecessor that was only 5 square kilometers in its entire area.

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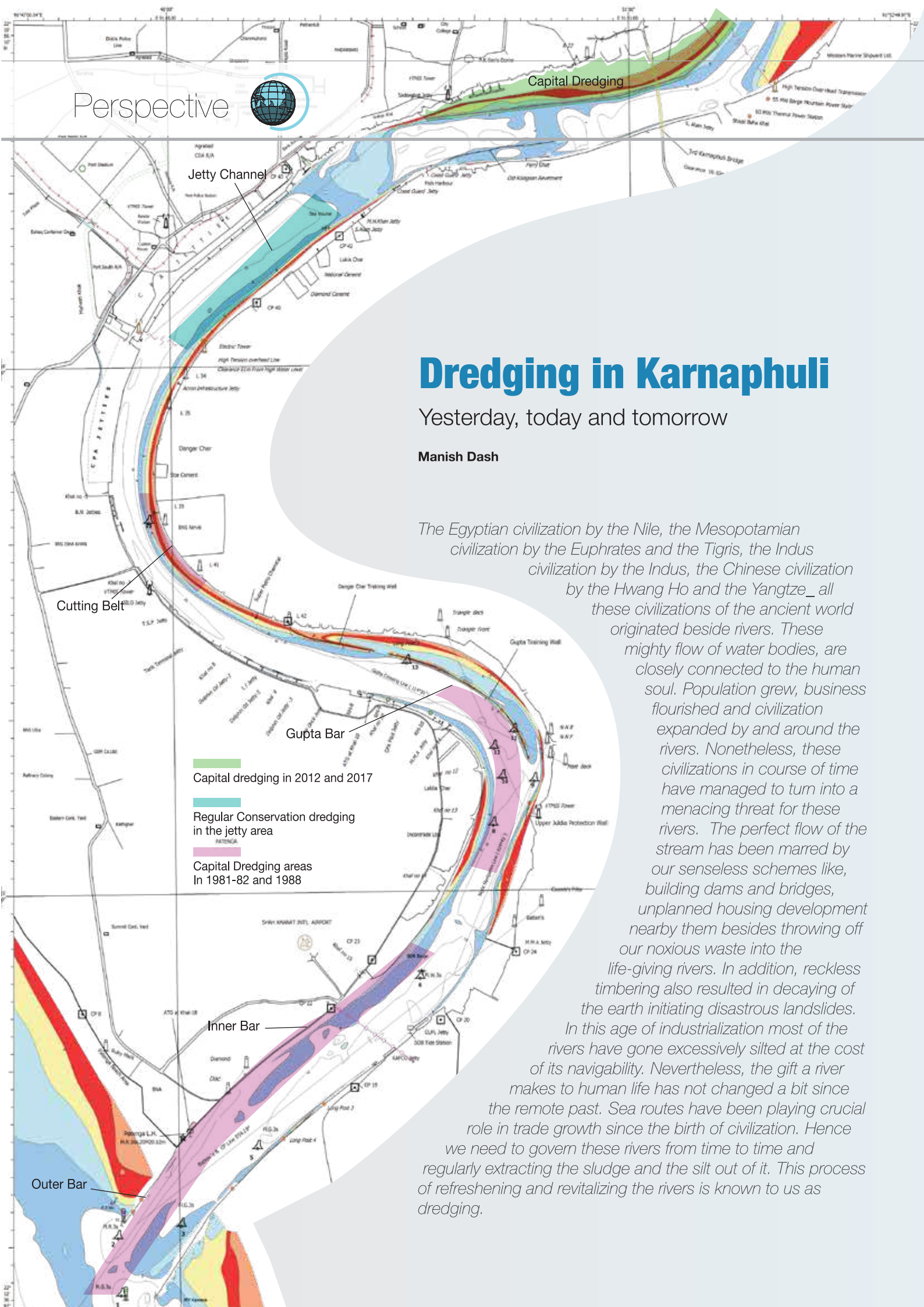
- Bijoy Majumdar

Contributor, Bandarbarata & CPA News

Chittagong in 1960: the early phase towards modernization



Perspective



Dredging in Karnaphuli

Yesterday, today and tomorrow

Manish Dash

The Egyptian civilization by the Nile, the Mesopotamian civilization by the Euphrates and the Tigris, the Indus civilization by the Indus, the Chinese civilization by the Hwang Ho and the Yangtze_ all these civilizations of the ancient world originated beside rivers. These mighty flow of water bodies, are closely connected to the human soul. Population grew, business flourished and civilization expanded by and around the rivers. Nonetheless, these civilizations in course of time have managed to turn into a menacing threat for these rivers. The perfect flow of the stream has been marred by our senseless schemes like, building dams and bridges, unplanned housing development nearby them besides throwing off our noxious waste into the life-giving rivers. In addition, reckless timbering also resulted in decaying of the earth initiating disastrous landslides. In this age of industrialization most of the rivers have gone excessively silted at the cost of its navigability. Nevertheless, the gift a river makes to human life has not changed a bit since the remote past. Sea routes have been playing crucial role in trade growth since the birth of civilization. Hence we need to govern these rivers from time to time and regularly extracting the sludge and the silt out of it. This process of refreshing and revitalizing the rivers is known to us as dredging.

Dredging, revitalizing the rivers

Dredging brings back the life to the rivers by dredging the riverbed. This gives us three kinds of benefits, first, ensures safety of the river banks from erosion; second, guarantees the growth of landmass, and third, makes sure that big vessels can navigate well through the rivers.

Dredging can be of many different types. Depending on their method, we call them capital dredging, maintenance dredging and land reclamation dredging. Primary excavation known as capital dredging facilitates easy entry of huge ships into the harbor, the river channel and the berth or the port. This requires heavy powered machineries. The technique also requires cutter suction dredger, trailing suction hopper dredger, bucket dredger, grab-dredger and excavator. Sometimes drilling of the earth and blasting of the rocky soil is also a part of job for this type of dredging.

In addition to carrying out excavation works, dredging is also done for laying the foundation before the construction of bridges, the jetties and the wharfs.

Navigability of the channel regularly deteriorates due to the continuous collection of silts in it. To mitigate this, we need maintenance dredging. Most of the dredging works actually deal with this kind of crisis with trailing suction hopper dredgers which is quite costly. However, on a busy river route one does have an effortless alternative to it either.

In land reclamation dredging, sand, sludge and rocks are carried away to a different location for the formation of new land bodies. Cutter suction dredger and trailing suction dredger are needed for performing this job.

The Karnaphuli and the port

Rivers lie at the chore of the heart of the people of Bangladesh, the largest delta on this planet. About 700 rivers have crisscrossed the surface area of this land creating a huge network of water flow over it. In terms of economic importance, Karnaphuli is the most crucial among them which has given birth to the Port of Chittagong. This port is one of those naturally gifted ports in the world where cargoes are handled on jetties that lie straight beside the river channel not like many other ports, where they had to build artificial basins before facilitating the jetties. Port functions at Chittagong totally depend upon the tide and ebb of the mighty Karnaphuli. Naturally dredging is only obvious here. To maintain navigability, Karnaphuli have got to undergo the regular dredging, no getting away from it.

Olden times of dredging in Karnaphuli

Sea trade went through massive transformation by the start of the 20th century with the flourishing of science and new technology. Conventional sailing ships obliterated from the scenario and vessels metamorphosed into new shapes and sizes simultaneously necessitating ports to undergo relevant changes in its physical structure as well as its operational management. Chittagong port was no exception to this trend. The Authority prompted a number of surveys calling on the Chief Engineer of Kolkata port as the surveyor. In the report, he mentioned that a consolidated amount of 10 lac rupees would suffice for the maintenance of navigability in Karnaphuli, in turn enabling much bigger ships to anchor at Chittagong. However the Authority could not but refuse owing to shortage of fund in its treasury.

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In 1928, three decades after the first initiative, Chittagong port was able to procure a trailing suction dredger, S D Patenga, having a capacity of 1,250 cubic meter hopper. This dredger was later scrapped in 1982. Another grab dredger with 375 cubic meter hopper capacity was procured in 1954 which got scrapped in 1992. The next dredger for the port was procured in 1964 which sank during the terrible cyclone in 1991 and part of it was scrapped after the salvage. N D Al-Amanat, the trailing suction dredger had a capacity of 1,250 cubic meter hopper. M V Khanak, the state-of-the-art trailing suction hopper dredger with a capacity of 2,500 cubic meter hopper joined the fleet of Chittagong port in 1991. Currently the regular maintenance dredging in the Karnaphuli is being done by this dredger.

After the dreadful cyclone the navigability of the channel drastically reduced due to collection of silts around the jetties of the port. The Authority had no dredger at that time capable of dredging this silt. As an alternative the silt was cleared off in 1992 using the pipe line dredger borrowed from the Water Development Board. The result however failed to meet up the mark. Later, an open tender was called in to assign the job to a service provider from the private sector. This process is still in place. Recently, a feasibility study conducted for the purchase of a grab dredger from Germany. However, the plan was dismissed later as the current process proves to be cost effective comparing to the pricey purchase.

First capital dredging operation in Karnaphuli was undertaken in 1981-82. Normally the dredging spots are separated by three bars, first, the outer bar at the estuary, second, the inner bar with a minimum draft of 7.2 meters located 2.26 kilometers from the outer bar, and third, the Gupta bar having a minimum draft of 6.9 meters located 6.55 kilometers from the outer bar. The Department of Hydrograph cites, draft at the outer bar area increased up to 8.5 meters after the capital dredging of 32,22,861 cubic meters in 1982. Later, in 1988, another dredging work of 17,80,000 cubic meters of area was undertaken for the restoration of navigability. Moreover, dredging work of 1,10,000 cubic meters of around the jetties and 15,00,000 cubic meters of area in the outer bar and the channel is being conducted as part of the maintenance

Areas on the channel marked for capital dredging





dredging. Besides running dredging operation with its own dredger, the Port Authority also conducts 10 lac cubic meters of maintenance dredging round the year in its various modes and capacities.

Since 2001, maintenance dredging by the contractor has become a regular feature at the main jetty and the turning basin area standing before it. From 2008, the 12 blocks stretching from the Sadar Ghat to the port limit upstream the channel are being leased out to the private operators for a restricted period of one year. This decision has brought back new discipline in the dredging operation scenario. On the other hand, it was also decided that people who had been allotted lands for the building of jetties and slipways along the shoreline of Karnaphuli shall be liable for the dredging of their respective areas at their own cost.

In 2009, the Authority kicked off the capital dredging project from Sadar Ghat to the third Karnaphuli Bridge. Excess siltation during the construction of the third Karnaphuli Bridge in 2010 resulted in deterioration of navigability to an alarming extent. As such, the project rescheduled its implementation to May of 2012. It had then three segments in it, construction of the jetty, construction of the riverbank protective walls, and capital dredging. A jetty with a length of 400 meters and a width of 15 meters was constructed as part of the project for the anchorage of lighterage ships. By January of 2013, 80 percent of the river bank protection work and 42 percent of the channel dredging got completed. In addition, 4 canals had also been revitalized to mitigate the water logging of Chittagong city. Sadly, at such a crucial hour, the capital dredging work had to postpone for long four years thanks to a legal scuffle between the designated contractor and the Authority. As a result, Karnaphuli lost the normal navigability once again exposing out its sickly façade, especially, when it has a low tide.

New façade of capital dredging

In 2016, BUET submitted a report after conducting a feasibility study on the navigability of the Karnaphuli channel. By January 2017, a project proposal was finalized and duly submitted for approval by the ministry. Accordingly, the government decided to reinforce the life line of the Chittagong port through the Direct Procurement

Since 2001, maintenance dredging by the contractor has become a regular feature at the main jetty and the turning basin area standing before it. From 2008, the 12 blocks stretching from the Sadar Ghat to the port limit upstream the channel are being leased out to the private operators for a restricted period of one year. This decision has brought back new discipline in the dredging operation scenario.



Silt is extracted down from the river bed and transferred to a different location through pipelines

Method (DPM). The project got the green signal of the ministry under the banner of 'Sadarghat to Char Bakalia Navigability Protection Project.' Eventually, 42 lac cubic meters of earth would be excavated from an area with the length of 3.9 kilometers and breadth of 250 meters. Excavation for each cubic meter of earth would cost more than BDT 400. BUET in its report also suggested for at least a three-year maintenance dredging for its long term sustainability.

Implementation of the 'Sadar Ghat to Char Bakalia Navigability Protection Project' would ensure 4 meter draft for the movement of seagoing and inland ships, besides easing the operation at the newly built 400 meter jetty. This will also decrease naval mishaps through disciplining the berthing/mooring of the lighterage ships in that area plus facilitating cargo handling of the coastal and lighterage ships at the Sadar Ghat and the newly built jetty. Traders of Khatunganj and Asadganj would also benefit a lot by expanding their business through the waterways. Dredging of the canals that fall in to the river would relief the Chittagong city off its continuous water logging nuisance.

The project at the cost of BDT 258.52 crores covers the key canals and facilities including the third Karnaphuli Bridge, Raja Khal, Chaktai Khal, newly built 400 meter jetty and Sadar Ghat Jetty.

Stepping Stones

A dredging project begins with the hydrographic survey that defines the extent of need of the dredging. A pre-dredging hydrographic survey is conducted even before the signing and commencing of the actual

dredging work. A body comprising the engineer of the assigned concern, the port authority and the consultancy firm would run the various surveys with sonograms and other equipment and decide on the range of the work and the procedures. As per the international rule, the dredging work must begin within 30 days from the day of the completion of the survey.

Actual dredging or excavation of the river bed begins in the next phase. Progress of the dredging depends on a number of factors, like, land properties of the area, target range of the dredging, depth of dredging, distance between the dredging area and the relocation area as well as the natural state of the area between these two points, hazard level of the waste ingredients and also on the transferring system. According to the project, dredging will cover an area of 42,79,000 cubic meters in those parts of the river by December of 2018, followed by three years of maintenance dredging.

In this, Authority also decided on applying two different types of dredgers, grab dredger and cutter suction dredger, taking into account the earth properties of the river bed. Grab dredger is the most commonly used dredger in the world that runs its operation from a fixed up position. It is comparatively easy to use and has no propulsion. Its capacity depends on its power of digging the amount earth in its one grab, which actually varies from 1 to 20 cubic meters. On the other hand, cutter suction dredger has a chamber in it where it can store the earth excavated. This earth then can be transferred to a separate location using a barge and a pipeline. Cutter suction dredger also works in a fixed

Successive steps of dredging



Dredging



Floating Pipe



Submersible Pipe



Land Pipe



Booster Pump



Land Pipe



Discharging

up position and digs into the earth with a device in it called the cutter head. This can be used for digging of any types of earth. Considering the properties of the soil, these are the two types of dredgers that suit us best. The number of dredgers and their capacity should be such that can dig out 4.28 million cubic meters of earth within just 30 weeks. Once the project completes, hydrograph department of the port will take over the task and continue the routine maintenance dredging with its own manpower.

Transferring of the excavated earth and the sludge is a prime duty in all dredging works. The earth dredged out from the Karnaphuli would be carried away to Nazir Char through pipelines. Although the port can allocate a piece of land for a temporary storing of the earth, however, for fear of pollution it would not move in that direction, instead, actually depositing them in Nazir Char. Since, it needs to be dumped somewhere so as not get washed away into the river again posing further threat to the water besides causing air pollution.

In the next phase, the dredging firm in presence of the joint reps from the relevant concerns shall run hydrographic surveys on a regular basis that should report on the progress and procedure of the work. This would also provide ideas on solving any untoward hindrance or, if any, need for new changes to be introduced in the procedure.

The concluding phase is the post-hydrographic survey. Run by the dredging firm, this survey shall check out if all the targets have been achieved in reality. The joint authority will then decide on the outcome and the concerned firm shall be liable to run additional dredging and another post-hydrographic survey, all on its own cost, if asked by the supervising body. Before handing over the project, fulfilling the target of the dredging area is an imperative.

No hindrance in port functioning

The dredging firm shall take care of things keeping away from causing any type of hindrance in the day to day port functions. Bangladesh Inland Water Transport Authority (BIWTA), Bangladesh Inland Water Transport Corporation (BIWTC), Bangladesh Fisheries Development Corporation (BFDC), Chittagong City Corporation and Department of the Roads and

For safety of our national asset, the third Karnaphuli Bridge, one representative from the Karnaphuli Bridge Authority and a second from the consultancy firm assigned by the port authority for the previous dredging project shall stand by when dredging work is underway anywhere within 200 meters of the bridge. An engineer from Karnaphuli Bridge Authority will also be there to assist in the inspection.

Bridges shall provide the necessary cooperation in this.

Dredging firm shall operate in the Karnaphuli channel without creating any obstruction in the regular movement of vessels on its water. The indicator light must be on day and night on all floating dredgers and pontoons including alarm indicator light on all the tugboats and the vessels and the buoys.

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Let the river flow on for ever

Since the origin of the earth, the rivers have persistently enlivened it with life and health, wealth and enrichment. Nevertheless, at odd times they have also washed away thousands of communities, sometimes drying out and transforming the lands around it into deserts. For this, taking great care of the rivers is a binding duty for us.

Dredging is a continuous job and so, obliged to run on a regular basis for the maintenance of the navigability of the channel.

It must be kept in mind that Bangladesh is standing at the threshold of achieving its Vision 2021 and facing on to the challenge of achieving Vision 2041. It is obvious that the port also needs to comply with this pace and energy of the development spree of our economy.

Successful implementation of the dredging project shall result in a better quality of service by the port opening up great potentials of benefits and drive the country on its way towards a bright golden future.

- Monish Das
Contributor, CPA News & Bandarbarata

Thanking, 1. Lt. Cdr. M Arifur Rahman, Chief Hydrographer; 2. Md. Hasibur Rahman, Senior Hydrographer; 3. Dhali Mohammad Shoiyeb Nazir, Hydrographer



Healthcare and Housing at Chittagong Port

Omar Faroque Emon

Success of Chittagong port is subject to the capacity and wellbeing of its officers and the staff, which is an issue of extreme importance to the port authority. Since past, it has been striving to provide all the related supports, like, education, health and housing for its human resource. Nevertheless, it also offers regular incentives to its workers for timely motivation. In addition, it provides furnished residence, hospital facility, schools and colleges, clubs, playing fields, bazars and places to worship for the community.



Residential buildings being elevated for the port staff are equipped with all modern amenities

Home for all

The authority took to providing residence facilities to its workers as much earlier as the British era. The Bandar Bhaban was shifted from Sadar Ghat to its current location during the final days of Pakistani administration (1965-66). Buildings began to rise up near the Bandar Bhaban within the High School Colony and the North and South residential areas. During those early days, port used to be run by the rail-port trust and as a consequence many of the residences were built on lands that fell within their jurisdiction. In later years, this became a matter of dispute between the two when port and railway bond was ultimately discarded.

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During the mid-sixties, the fourth class employees of the port developed a colony all on their own initiative, near the Maheshkhal Bridge area next to the Chittagong Container Terminal (CCT), which in due course became known as 'Dhaka Colony'. They had built their own shanty huts there. However, the colony transferred to a different location when the construction work of the Container Terminal commenced in the 1980s.

Residences that stood nearby the jetties were also relocated to a little distance for facilitating room for the port's expansion. A total of 57 houses were demolished in the area during the 1990s when the authority began the construction of New Mooring Container Terminal. The largest

residential facility known as the 'Labor Colony' abolished with the abolition of the Dock Laborer Management Board. All registered workers were later incorporated alongside the promulgation of the gazette ordinance in 2008.

Port operation gained real momentum after the independence of the country. Development of the port became the focal point for its leaders and the policy makers. As part of an earlier plan, 3-4 buildings were raised within the premises of High School Colony. Eventually, initiatives got underway for the allocation of residences for the port officers and staff of different tiers. All the housing facilities are equipped with services like, residence, sewerage, road communication, street lights, playing

fields and parks for leisure and recreation. The residential areas are well-connected to the bazars and the hospitals. Twenty four hour water supply and electricity have been ensured at all the buildings of the locality.

At present, the older buildings are being demolished and then reconstructed into buildings with modern amenities over short and long term schemes. All the habitats lie within 2 kilometers from the port premises facilitating the staff to attend the job without commuter complexities. Engineering department of the port actually implement these tasks of building, repairing and allotting the buildings to the authorized person, following a predefined housing policy. Accordingly, A, B, C and D type buildings are allotted to the general staff, D type for the 2nd class workers and E and F type buildings are reserved for the 1st class officers. Bungalows are allotted to the Chairman of the port authority, the board members, directors, departmental heads and their deputies. Dormitory facilities are provided for the bachelor staff. Improved water supply and sewerage, waste management and security is ensured at all the housings irrespective of their status and class.

Healthcare for all

In earlier days, the port had no hospital of its own. The staff had to go to the railway hospital for their health related issues. Initially, a dispensary was installed at the Port Commissioner's office near Sadar Ghat for the health care of the port staff. Afterward, a 12-bed hospital emerged in 1962 with indoor facility at the current site of the police line, next to the port stadium. Providing health service commenced through the outdoor treatment facilities from the hospital. The hospital up graded

to 30 beds in 1965 and 70 beds in 1967. In 1965, the India-Pakistan war brought a temporary closure to all the development works happening in the country and the hospital too fell victim to this. The H-shaped structure was elevated on a 5-acre land to the west face of Bandar Bhaban which was further up graded to 150 beds in 1984. The health care service expanded keeping up with the growing number of port staff. Health Care Hospital for the Laborers was built in 1980 along with the formation of the Dock Laborer Management Board. After a brief closure, this Health Care Hospital emerged in a different shape at Jetty Gate No.3 since 2011. Construction work of a 4-storey modern hospital complex outstretched in 5 blocks is currently underway. Completion of the project will elevate the health care service to a whole new level.

Chittagong Port Hospital offers both indoor and outdoor health services. It has medicine, surgery, dental, ocular, gynecology and ENT departments. To ensure health service round the clock 27 doctors are working under the auspices of the Chief Medical Officer. For male patients it has medical and surgical wards while for females, it has gynecology ward and a few cabins. Patients can avail treatments for Thalassemia, tuberculosis, kidney dialysis, blood transplantation in addition to physiotherapy for the paralyzed and the cancer patients. The center has provisions for vaccination programs e.g. hepatitis B and uterus cancer. It has state-of-the-art Operation Theater for any kind of benign or complicated operation which is supported by a panel of experienced doctors and anesthetists. The hospital has its own diagnostic facilities for the detection of diseases and issues. In addition, there is also a small-scale coronary unit for the cardiac patients.

Anyone can have health care service

Patients can avail treatments for Thalassemia, tuberculosis, kidney dialysis, blood transplantation in addition to physiotherapy for the paralyzed and the cancer patients. The center has provisions for vaccination programs e.g. hepatitis B and uterus cancer. It has state-of-the-art Operation Theater for any kind of benign or complicated operation which is supported by a panel of experienced doctors and anesthetists.

from the hospital. All he has to do is entry his name at the ticket counter at the outdoor, and then he would be sent to the appropriate doctor. Doctors are available 24 hours a day at the emergency department. On average, 600-700 patients are getting health care service from the outdoor while 100-150 patients from the indoor regularly.

All treatment and medicines are free for the port staff be it indoor or the outdoor at the port hospital. Any diagnostic test or examinations which is not available at the hospital at present, are done from the external private facilities. The hospital authority bears the burden of this cost. All medicines are also provided from the store as per the prescription of the doctors.

The hospital has a 24-hour ambulance service for emergencies, like carrying the victim of an accident or transporting critical patients to the hospital. There is also an ambulance ship adorned with modern treatment facilities for providing health service to the sailors on board of ships anchored at the port.

Port hospital is the center of health care service for the port. As number of staff of the port is increasing, so is expanding the service areas needed to address the health related issues. Building of the 4-storey building is almost near its completion. Once built, the authority will launch the CCU and ICU at the complex. There is also a discourse for enhancing the hospital's capacity up to 200-beds within the shortest possible time.

- Omar Faroque Emon
Reporter, Bandarbart & CPA News

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➤ World Bank pledges Tk. 24 billion for Blue Economy

World Bank (WB) has pledged an amount of 0.2 billion US dollars equivalent to BDT 2,400 crore for one project aimed for developing management and infrastructure in order to exploit the fisheries resource at sea. Accomplishment of the project will escalate the volume of catch at the sea manifold eventually inspiring blue economy.

Source at WB also notes, 7 crore US dollars of this assistance will be spent to empower good governance and ensure sustainable management of fisheries. Public and private research bodies will also benefit from this endeavor through their capacity building, including a thorough renovation of the public policy. The project also includes the renewal of fisheries policy promulgated in 2008 besides capacity building of the fisheries department in managing its resources around the coastal areas. Another 5 crore and 20 lac dollars will be invested in empowering the community who are engaged in the profession by upgrading their living standard and ensuring the needed nourishment for them. Funds will also be available for the infrastructure development and climate protection in the coastal areas. Further 6.5 crore dollars will unravel initiatives for ensuring the growth of a sustainable economy. The project aims to add new values through the ancillary industries besides maintaining the freshness of the catch. Moreover, additional measures will be in place to boost the export of fisheries.

➤ Outer Ring Road, another breakthrough for transport and tourism in Chittagong

A Chinese Construction firm under the supervision of Chittagong Development Authority (CDA) is set to kick off the building work of the Outer Ring Road in Chittagong city that would also serve as the connecting road to the Karnaphuli tunnel. The primary budget of the project titled 'City Outer Ring Road' stood at Tk. 1,430 crore which nonetheless increased to Tk. 2,400 crore with the inclusion of building a guide wall for the protection of the city and also developing an exclusive tourist zone. Completion of the project will bring about a radical facelift of the much slated transport and tourism scenario.

The planned exclusive tourist zone will cover an area of 5 km from the Patenga sea beach up to Halishahar providing accommodation for over 10 thousand tourists. There will be boating privileges for the tourists from six dedicated jetties besides walkways and benches on the sea shore. The project also includes game zone for the children, cycling facilities, hang out areas, boat amusements, lightings, landscapes, aquarium, fast food corners and swimming zones.

60 percent of the vehicles that now ply across the Chittagong port could shift their routes on to the road reducing untoward traffic congestion. Cox's Bazar bound vehicles could easily reach the other side of the river through the tunnel running below the Karnaphuli. This road facility will also greatly contribute on the development work of the China Economic Zone currently undergoing at Anwara. A separate gate on the Ring would facilitate the covered vans and trucks carrying raw materials and cargoes from the Chittagong EPZ to the port and other destinations to move with much less trouble than before.

➤ Singapore willing to invest in deep sea port

Singapore is keen on investing in deep sea port and other mega projects in Bangladesh. The country has extensive experience in the construction of deep sea ports in addition to surplus fund available for investment abroad. This was disclosed by the visiting business federation trade body from Singapore at an exchange meeting held on 13 July at the Bangabandhu Conference Room of World Trade Center. The meeting was presided over by the president of the Chittagong Chamber of Commerce and Industries (CCCI) Mahbubul Alam.

President of Bangladesh Business Chamber of Singapore Mirza Golam Sabur said, Singapore has a reserve of Tk. three lac crores for investment in the abroad. Out of which it is willing to invest 20 thousand crore in Bangladesh. Singapore also wants to assist Bangladesh in the construction of deep sea port besides in areas of development for the Chittagong port.

CPA Board Member Zafar Alam welcomed the idea and said, Singapore can invest in Bay Terminal and Maheshkhali if they want. Construction of LNG terminal and Laldia terminal are moving on a fast pace. Singapore may work for the capacity building provisions of the Chittagong port, as well.

A MoU was also signed to enhance cooperation in this regard between the Chittagong Chamber and the Bangladesh Business Chamber of Singapore.

➤ Another hurdle toppled for land acquisition of Bay Terminal

The much expected approval for the acquiring of private lands has waived off the hindrance poised before the building of the much awaited Bay Terminal. The authority has been in the postponement for a long time as the crucial 69 acres of land as a matter of fact belonged to private ownership. The Ministry of Land finally gave the approval on 17 September.

Proposed land area needed for Bay Terminal is 907 acres. Acquisition process of barren lands are progressing fast which would soon be handed over to the authority at a token price, it is expected.

➤ Ships must act within time limit

As per rule, all container ships have to leave jetties within the given period of time. However, this rule has been applied until now with leniency for the apparent benefit of the exporters. However, new instructions have been issued for the ships to finish its loading and unloading of cargoes within a period of 48-72 hours, subject to its size and volume of containers.

Board member Zafar Alam says, garments owners have misled the existing opportunities till now which cannot be extended further as it has detrimental effects on all the other stakeholders too. In past, containers had to reach the port at least 48 hours prior to the loading which was compromised to 24 hours for some other benefits. Sometimes, containers reaching only 6 hours before the ship is leaving jetty were also given privilege to load them onto the ships. With the strict measures now in place, the port has revised the sad scenario of the past and is handling 8-9 thousands of containers a day.

➤ CBA election held in festivity

After a pause for long 12 years, the election of Chittagong Port Workers Association (CBA) was held. The voting took place at the Chittagong Port Authority Boys' High School on 24 August in a festive mode. 118 candidates from three panels competed for the desired 25 executive posts of the union. Out of total 3,876 voters, 2,991 cast their votes. The most recent CBA election was held in 2005.

The voting began at 9 am in the morning and continued till 4 pm in the afternoon. After the counting was over, the election committee announced the results at the late hours of the night. In it, Abul Mansur Ahmed was elected as the President of the new committee while Md. Rafiuddin emerged as its General Secretary.

➤ Port procured new equipment in its arsenal

To speed up the container handling pace, Chittagong port is adding modern equipment worth Tk. 250 crore in its logistics fleet following a decision taken by the end of last year for the procurement of machineries at a cost of 1,120 crores. The consignment includes rubber tyre gantry crane, straddle carrier, container mover, lock handler, tele-handler and RMG. Three RTGs from China have already reached the port on 16 July.

The procurement proposal of the authority was approved by the ministry which had also endorsed the provision of purchasing equipment bypassing the open tender system.

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➤ Western Marine building tugboats for Chittagong port

Western Marine Shipyard kicked off its construction work of a 40 ton sea bound tugboat for the Chittagong port over a 'keel laying' ceremony on 27 September. CPA Chairman Rear Admiral M Khaled Iqbal attended the function as the chief guest besides the other board members.

For this to happen, an agreement was signed between Western Marine Shipyard and Chittagong Port Authority earlier on 22 June. The structure building would be supervised by an international body of experts. CPA Chairman expressed his jubilation at seeing the ship building performance of Western Marine and also noted that, it is a matter of great pride that we no more have to rely on foreign concerns for the making of our vessels.

Over the last three years, Western Marine has built 7 naval vessels for the CPA including a 60 ton and a 20 ton BP tugboat. In addition, work is already underway for the building of three different types of boats for Mongla port and a 60 ton BP tugboat for Payra port.

➤ Emphasis on infrastructure to attract foreign investment

To attract foreign investment in country, Bangladesh needs to put added emphasis on its gas, electric and infrastructure development. Charge-the-Affairs of the US Embassy Joel Reifman told this while speaking at a conference titled 'Bangladesh and the USA Bilateral Trade and Investment' jointly organized by the Chittagong Chamber of Commerce and Industries (CCCI) and the American Chamber of Commerce held at the Bangbandhu Conference Room of World Trade Center on 23 August.

Reifman said, upgrading of Chittagong port is the call of the day. In 2016, Bangladesh exported about 6.8 billion dollars of goods to the USA. Increasing number business entities have also expressed their willingness to invest in Bangladesh. President of CCCI Mahbubul Alam said, Chittagong is a super-attractive destination for investment. Building of economic zones are underway at Mir Sharai and Anwara, not far from the port. American traders can contribute a lot to our economy by investing in these EZs.

➤ Airport Road extends into four lanes

Chittagong City Corporation (CCC) has taken initiatives to upgrade the Airport Road into four lanes for a normal state commuting of vehicles on the busy road. The up gradation work of the 8.39 km road down from the Cement Crossing to the Butterfly Park into four lanes is undertaken by the CCC. Out of this, 1.39 km will be outstretched into four lanes by the Chittagong Port Authority. CCC Mayor A Z M Nasir Uddin noted, a proposal in this regard would soon be sent to the ministry for its approval. Mayor told this at a coordination meeting held with 24 other business concerns located on both sides of the Airport Road on 21 August.

➤ Port can berth ships at specialized jetties for a faster cargo unloading

For a faster cargo unloading, Chittagong port has been allowed for berthing of ships at Chittagong Dry Dock jetty and the silo jetty. They would soon be joined up by the jetties of Chittagong Urea Fertilizer Company (CUFL) and Karnaphuli Fertilizer Company (KAFCO) both operating under the industry ministry. The Secretary of the ministry has already given its decent consent for berthing of ships at CUFL jetty. This means from now on general cargoes can be unloaded at three more jetties. Ships currently just unload to lighters at the KAFCO jetty, however, berthing of ships in there too, is in the pipeline.

Pressure can be mitigated to a good extent if we can make similar arrangements for berthing of ships at three or more extra jetties, comments the port authority. At present, general cargo ships are berthing at Dry Dock jetty while rice-laden ships are berthing at the silo jetty both located on the southern bank of Karnaphuli. An area of 50 meters from both banks of the Karnaphuli river fall within the jurisdiction of the port facilitating it to utilize this space in the event of signing agreements while allocating land to the private entrepreneurs for the building of jetties.



➤ US Coast Guard visits Chittagong port

On behalf of the International Maritime Organization (IMO) as well as the International Port Security (IPS) representing inspection team, a 5-member group of the US Coast Guard recently visited the Chittagong port. During the two day stay on September 11-12, they moved around the protected area of the port and also exchanged views with the port Chairman and other security officials.

During the official visit they also evaluated all the existing installations of the port, e.g. jetties, yards and security measures on the channel, automated entry system, CCTV and in addition to assessing the whole security level of the port. Their final report after the evaluation categorically reflects the compliance and progress of the country on the IMO scale. As such, this assessment is significant as one negative report might lead to great disaster on our shipping trade adversely affecting the national economy.

After the visit, the US team had a courtesy meeting with the port chairman Rear Admiral M Khaled Iqbal and later, exchanged views with the security personnel of the port including the Director of Security Lt. Colonel Md. Abdul Gaffar who elaborated on the actions undertaken keeping in compliance with the ISPS code.

➤ Night navigation for ships with 175 meter LOA on port channel

Ships with 175 meters of LOA from now on would be allowed to navigate on the channel during nighttime highest length of which was 170 meters of LOA earlier. To facilitate more ships to enter the channel, this was decided at a high level meeting at Bandar Bhaban participated by the shipping agents' association, the private operator for handling containers at the port and the CPA Chairman on 19 July. The meeting also consented on conducting a feasibility study for berthing of cargo ships at the two jetties at Anwara that are currently being used for handling fertilizer.

➤ Firm foothold on global market of ship building

Bangladesh enters the high end ship building global market with the exporting of ships built at the Western Marine Ship Yard in country at a cost of 150 crores for the Kenyan Ministry of Fisheries. Finance Minister Abul Maal Abdul Muhit inaugurated the delivery ceremony at the yard on 13 August.

On the occasion Finance Minister said, we have the tradition of ship building since remote past that is on the edge of its revival once again. Western Marine has already built over 35 ships for leading companies at home and abroad which is truly a matter of great pride. He also told of the bonded warehouse facility provided for the expansion of this sector. This trend will continue in future, he assured.

The specialized ship named 'Daria' powered by a 10,720 kilowatt engine is a type of offshore petrol vessel costing 18.5 million dollars equivalent to Tk. 150 crore. The highest priced vessel from the yard sold earlier was Tk. 80 crore. In building the ship state-of-the-art equipment had to be imported from over 25 different countries. On board the ship is a helipad while the vessel can cruise the sea waves at 36 nautical miles per hour which is equivalent to 65 km per hour on a roadway. Usually, general cargo ships move at a speed of 12 nautical miles. Daria with a length of 54 meters and width of 8 meters can accommodate 36 crews on board.

➤ Port's container growth 10.5% in FY 2016-17

Container growth at the port stood at 10.5 percent in FY 2016-17 reciprocally reflecting the growth of the industrial sector in country. This was noted in the economic feasibility study that came with the annual report of the government. In fact, the container growth was on parity with the industrial growth. Besides industrial sector, the service sector also influences the container transport to a certain extent. Growth of the service sector stood at 6.5 percent last year.

In 2016-17 total number of cargo laden and empty containers transported through the port was 24,19,000 that was 21,89,000 in the previous year. Container growth in 2012-13 was 9.33 percent while it leapt to 10.68 percent the next year. Growth in 2014-15, 2015-16 and the last year stood at 14.85%, 17.27% and 10.5% respectively.

➤ Korean Register to classify Bangladeshi-flagged ships

Classification society Korean Register (KR) has signed an agreement with the Government of Bangladesh to deliver services on behalf of the Bangladeshi flag administration. Under the agreement, KR will conduct vessel surveys and audits and issue certificates to Bangladeshi-flagged ships for compliance with SOLAS, MARPOL, ITC, ICLL, and MLC.

KR said it has been working to obtain the authorization to deliver statutory services to Bangladesh, anticipating an increase in sea-borne transport between Southern Asian countries and Bangladesh. We are delighted to receive the authorization to deliver statutory services on behalf of the Bangladeshi government, said Lee Jeong-Kie, Chairman and CEO of KR.

The latest authorization brings the total number of countries where KR is authorized to carry out ship survey and certification work to seventy-seven. Established in 1960, KR currently classes an international fleet of 3,042 vessels totaling 69 million gross tons.

➤ Visitors Access Control System launched at Bandar Bahban

Keeping in line with the digitalization move and to ensure the highest security Visitors Access Control System has been introduced at Bandar Bahban. Port Chairman Rear Admiral M Khaled Iqbal formally inaugurated the system, saying, security is of critical importance among the regular jobs performed of the port. Like big ports out in the world, the system is being launched prioritizing the concern.

From now on, visitors will first need to place their queries at the control room on the ground floor at the west side of the building and after having clearance from the respective branch and the officer can he enter the headquarter. S/he will have to punch the visitor's ID card provided by the control room. A well-furnished waiting room has also been set up by for the convenience of the visitors. However, port staff and the officers can enter the main gate as they always did before. The whole access system would be supervised by port's security department.

➤ Inspiring 12% growth in the cargo release

Imported cargo release at the Chittagong port has seen a 12% growth in the just ended FY 2016-17 which was 25% in FY 2015-16. In the last fiscal year, 6 crore 2 lac tons of cargo were released worth Tk. 2 lac 32 thousand crores. The volume of cargo released in 2015-16 amounted to 5 crore 37 lac tons valued at Tk. 1 lac 96 thousand crores. This means, 64 lac 69 thousand tons of additional cargo was released than the previous fiscal year which clearly indicates a 12% growth.

The port users are says, growing demand for construction, energy and food in the native market has contributed significantly in the boosting of imports which led to growth in cargo release.

➤ Highest container handling in a day

Chittagong port has set another record in the handling of containers in a single day. The record book of 22 July notes, it has handled 9,695 containers in the previous 24 hours which is a new record in its history. Out of the throughput 4,813 were export bound and 4,882 were import container. The earlier record was also recorded earlier this year on 30 April when the port handled 9,397 TEUs.

➤ Tax holiday on ship breaking

Prohibition tax is remitted by 15 percent off the ships imported to country as scraps for at least the next two years that was declared to be in effect in the last budget. The Ministry of Finance agreed on this issue over a relentless lobbying by the BSBA. As a consequence, a good number of ships that were bound for Pakistan and India had rescheduled their routes to Chittagong and a number of agreements signed with the local companies.

➤ A feather in the crown!

Chittagong Port Authority handled record volume of containers in August with the figure amounting to 2,30,725 TEUs. The second best figure in its history was recorded last March when it handled 2,18,878 TEUs of containers.

The authority says, container handling increased as a result of adding equipment in the port's equipment fleet, extending empty yards inside the port area besides a better on-the-field attendance of the custom officers. Performance has further been heightened with the addition of three rubber tyre gantry cranes (RTG) besides several fork lifts and straddle carriers.

Moreover, auction containers from inside the port have been relocated to the newly built south container yard by the Canal no. 7. This decision has enabled more space for stacking of containers at the jetties. Container throughputs at Chittagong port was 24 lac 19 thousand during FY 2016-17 while it was only 21 lac 89 thousand in the preceding year.

➤ Floating terminal for boosting Pangaon

Finance Minister Abul Maal Abdul Muhit has opined, a floating terminal not far from the Chittagong port could help boost the use of Pangaon Inland Container Terminal (PICT). He said this during an exchange with the best users of PICT at Keraniganj on 7 August. The meeting was presided over by the Shipping Minister Shajahan Khan MP, also attended by the shipping secretary Ashok Madhob Roy and CPA Chairman Rear Admiral M Khaled Iqbal.

CPA Chairman said, 300 truckloads of cargoes can be accommodated on just one ship from PICT. This terminal will ease up the pressure currently being put on the roads. The traders also asked for the up gradation of the PICT to Hasnabad road into four lanes besides, immediate eviction of illegal establishments on both sides of the roads from Postogola via Jurain to Mayor Hanif Flyover.

➤ Industry leaders call for a cargo boost on sea route

Industry leaders have called for a growth of cargo transportation on sea routes. The call was made at a seminar titled 'Bangladesh-India Bilateral Trade and Trade-relation' jointly organized by the Chittagong Chamber of Commerce and Industries (CCCI) with the Indian High Commission.

President of CCCI Mahbul Alam in his speech said, adequate equipment needs to be added to the capacity of Chittagong port and Pangaon Terminal for the unloading of cargo off the smaller ships. The seminar also discussed on handicaps like, limited draft in the channel and sorted ways to alleviate them.

Managing Director of Riverline Logistics and Transport Limited Mahbub Ahmed noted, Indian ports offer little cutback in tariff for the coastal ships, which has to go. Indian Deputy High Commissioner Adarsa Swaika emphasized on the benefits of the sea route and said, as an alternative to the land ports, traders would make better profit as the sea route is less costly and time saving.

➤ Master Plan to revoke Karnaphuli Pollution

A Master Plan to resist the terrible pollution of the Karnaphuli set by a committee headed by the CPA Chairman is all set to reach the Prime Minister's Office for its final approval.

It has been observed, most of the 84 factories located within the city area do not have ETPs causing thoughtless damage to the water of Karnaphuli by their loads of effluents. The main culprit for the pollution of Karnaphuli, however, is the sewerage waste of the city itself. Having no treatment plant for the processing of the huge amount of sewerage waste created by a population figure of 60 lac is the primary reason for the pollution of the Karnaphuli.

The environment department notes, water samples collected between 2015 and 2017 were put under examination for testing of the level of dissolved oxygen (DO) in the water which was found to be between 4.8 and 5.5, quite an alarming figure. Experts say, water with DO level below 4 is life threatening for the biodiversity living under water.



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