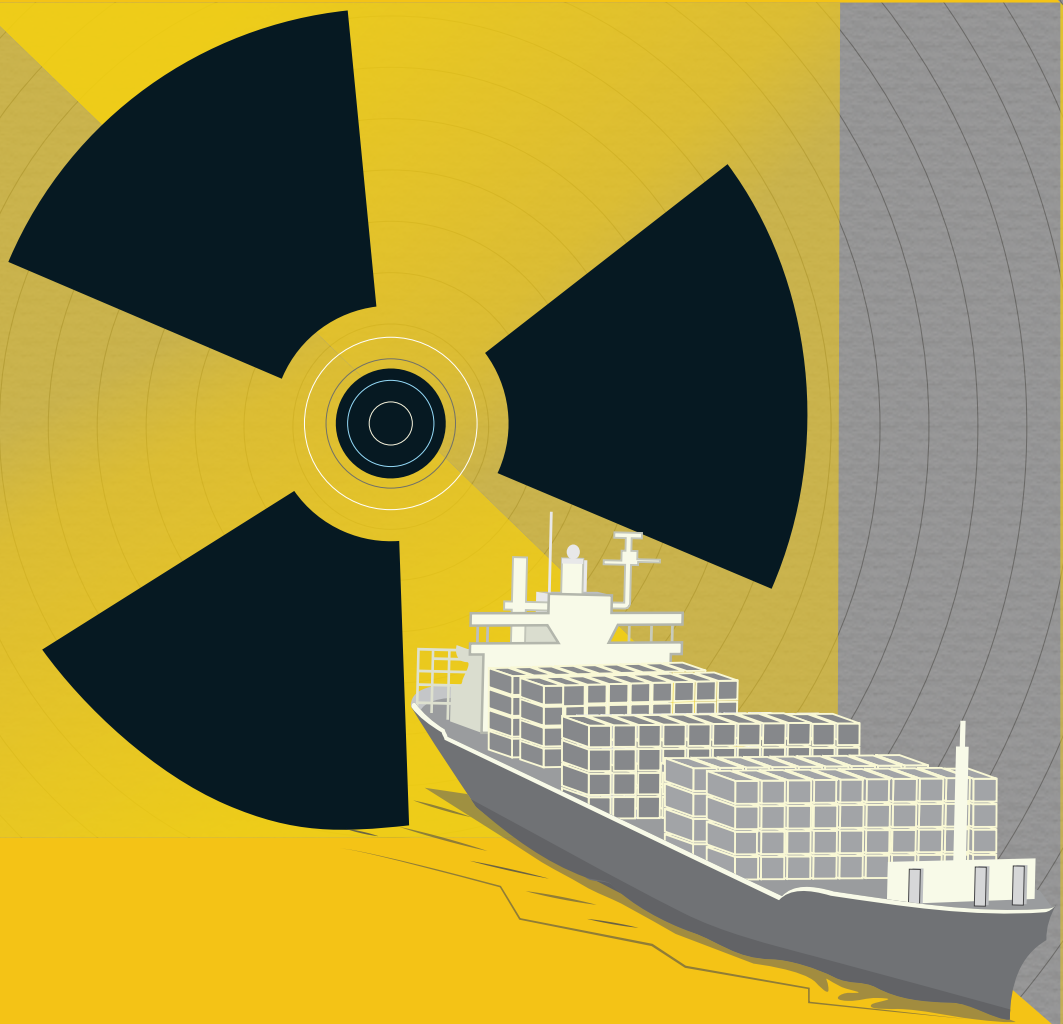


Megaports Initiative Shields Shipping from Radioactive Material



**2nd SAMLf stresses enhanced
port-led connectivity**

**Implementation of the Ballast Water
Management Convention is a necessity**

Bangladesh Maritime Event Stream 2018

Japan wants a land for establishing another economic zone (EZ) in Maheshkhali upazila of Cox's Bazar, where Bangladesh Economic Zone Authority (Beja) has taken land for several economic zones.

Shipping Minister Shajahan Khan said in a briefing at his office on 25 January 2018 that **steps have been taken to launch direct shipping services from Chittagong Port to Durban, Cape Town, and Morocco's Tangier Port.**

In the second phase of delivery of Indian humanitarian aid for persecuted Rohingyas from Myanmar's Rakhine state, **373 metric tons of relief was brought by the Indian Navy ship 'Oirabat' on August 9, 2018.**

Referring to Japan's involvement in socio-economic development including construction of infrastructure in Bangladesh, **the country has called for more investment for utilising the geographical advantages of Chattogram.**

For the first time, the Korean shipping company 'Hyundai Merchant Marine' has taken **initiatives to start direct maritime trade between South Korea and Chittagong port.**

The National Board of Revenue (NBR) is going to introduce the Authorized Economic Operator (AEO) system for faster release of imported products.

Belgium has expressed interest in investing in the Bay Terminal, the biggest development project in Chattogram port.

The channel marking program of Bay Terminal has started. Besides, 14 kilometres of length and 300-meter-wide channel dredging will be started soon.

The extra VAT, imposed in the recently announced budget for the ship recycling industry, **has been withdrawn for the next two years.**

A new seaport and industrial parks on the coast of Bangabandhu Sheikh Mujib industrial town, Mirsarai, Chattogram will be built by Bangladesh and Japan industrial alliance (Consortium).

On June 20, 2018 **Prime Minister Sheikh Hasina has said that the legislation is underway for the formation of Blue Economy Authority.**

On July 24, the British Prime Minister's Trade Ambassador and member of the British Parliament, Rushnara Ali, expressed that the **UK is interested to invest in the maritime sector of Bangladesh.**

Prime Minister Sheikh Hasina unveiled the foundation stone of the 1150-acre EPZ in Mirsarai Economic Zone through video conferencing from the Bangabandhu International Conference Center (BICC) on January 24, 2018, at BEPZA International Investors Summit.

On March 12, Singapore's Prime Minister Lee Hsien Loong said that **Singapore-based institutions are interested in investing in the port and energy sector of Bangladesh.**

Singapore Business Federation (SBF) leaders have expressed interest in investing in education, infrastructure, power, health and IT sectors in Chattogram.

For the first time in the history of Chattogram Port Authority, **a farewell reception of retired officers and employees was arranged** on 24th April 2018.

On April 25, **the 131st founding anniversary of Chattogram port (Port Day) was celebrated** through the reception of the freedom fighters, traditional Mezban and cultural program.

On April 21, Shipping Minister Shajahan Khan MP declared that **two more land ports will be built in the Chattogram Hill Tracts.**

On January 28, 2018, **Prime Minister Sheikh Hasina has inaugurated the construction of coal-based power plant** in Maheswari of Maheshkhali.

According to the information provided at a workshop organised on April 16 at the training center of Chattogram port, **Matarbari seaport will be opened in 2023.**

On January 3, Shipping Minister Shajahan Khan, MP and the outgoing Chairman of the port authority Rear Admiral M Khaled Iqbal handed over **Lloyd's List Certificate of Chittagong port to Prime Minister Sheikh Hasina as the port achieved 71st rank in the list.**

Hon'ble **Prime Minister Sheikh Hasina said**, "In order to continue ongoing development activities of Chattogram, bullet trains will be introduced on Dhaka-Chattogram route, so that people can travel faster. **I want to continue the development process of this region. "**

Chattogram Chamber of Commerce and Industry (CCCI) urged the Netherlands to invest in the construction of Bay Terminal, one of the biggest undertaking projects by Chattogram Port.

Direct shipping from Korea to Chittagong port had started. On March 24, the program was inaugurated by the Chittagong Port Authority (Transportation) Golam Sharwar and Managing Director of Hyundai Machine Marine Company Kim Shin.

Prime Minister Sheikh Hasina has stressed the need to utilise the marine resources of the South Asian people for socioeconomic development.

Chattogram Port Authority has received the 67 acres of land for the proposed Bay Terminal. The land is located in 3 municipalities of Halishahar and South Halishahar.

Floating Storage and Registry Unit (FSRU) of Excelerate Energy has shipped the country's first Liquefied Natural Gas or LNG. **By receiving this shipment Bangladesh has entered the LNG era.**

Container handling has been increasing sharply in Chattogram port. Percent the fiscal year 2017-18, the growth of container handling is 12.19 percent, which is 1.19 percent more than the fiscal year 2016-17.

The authorities have taken an 'Action Plan' to speed up the services of Chattogram port. According to 'Action Plan', all public and non-governmental organisations associated with Chattogram port and Customs department have decided to remain open twenty-four hours a day, seven days a week.

On February 5, 2018, The consultancy firm running the feasibility study of the Matarbari seaport submitted their progress report. The port will primarily begin operation over the construction of a container jetty and a multipurpose jetty.

Hon'ble Prime Minister Sheikh Hasina inaugurated 17 projects in Chattogram, including the Bay Terminal in the Chattogram port and operations of newly purchased three gantry crane.

Several prominent organisations international have expressed interest in building the Bay Terminal, the largest project in Chattogram port.

On April 8, Bangladesh Bank has ordered **all banks in Agrabad Commercial area of Chattogram to remain open for 24 hours a day.**

On March 16, Shipping Minister Shajahan Khan stressed that **efforts had been made to rebuild Kutubdia's established lighthouse.**

Chattogram Port Authority (CPA) has taken an initiative to introduce 'Eaglerail Container Transport' system, the latest technology for container handling.

Shipping Minister Shajahan Khan on 5 February, 2018 told at a parliament session that **the government has taken several initiatives to increase revenues from river ports of the country.**

72 per cent of the country's total trade has been facilitated by Chattogram port. In the fiscal year 2017-2018, the country saw a total of 120 million tonnes of commodity import and export by sea, land and air routes.

Japanese Mitsubishi Corporation (MC) has agreed to acquire a 25% stake in Summit LNG Terminal (SLNG) and to develop a liquefied natural gas (LNG) receiving terminal that uses a floating storage and regasification unit (FSRU) in Bangladesh.

The Prime Minister urges the G-7 countries to focus on the principle of sea-based mutual partnership and to utilise their innovation to protect and preserve the Blue Economy for sustainable development.

TBusinessmen of Bangladesh want to use Haldia port in the state of West Bengal under the agreement Protocol on Inland Water Transit and Trade (PIWTT) also known as the Naval Protocol, signed between Bangladesh and India.

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Editorial

**We must protect our maritime economy from
dangerous cargo and nuclear materials**

The collapse of the Soviet Union raised the threat of nuclear proliferation. Fuelled by several instances of misplacing fissile materials in the early 1990s, the nuclear threat has been amplified. Moreover, high-profile international terrorism threats are there since terrorist groups aim to acquire weapons of mass destruction (WMD). In this regard, the US teamed up with other countries to enhance their ability to screen cargo at major international seaports including Chattogram port of Bangladesh through Megaports Initiative project consists of technology that detects radioactive materials. Thus, at first, setting up radiation detection gadgets elevated the Chattogram port's ranking high in the global context. Secondly, though the project was primarily designed for scanning the export containers, but alongside huge inbound import containers carrying food, consumer products are also scanned for national security and public health safety. Our lead story dives deep into the realm of Megaports Initiative and describes its importance for nuclear safety and secured economic development of Bangladesh.

Bangladesh's regional trade is increasing day-by-day through waterways. The total export-import through waterways was 43.17mmt in FY2010-11, which increased to 73.21mmt in FY2016-17. To keep the pace and to enhance regional maritime economic relation, Bangladesh Ministry of Shipping in an association with the Gateway Media (Pvt) Ltd of India and Colombo International Maritime Conference Event (CIMC) of Sri Lanka hosted the 2nd South Asia Maritime & Logistics Forum (SAMLf) in Dhaka, Bangladesh on 9-10 October 2018. More on this has been elaborated in our story titled 'Congregation of maritime thinkers: 2nd SAMLf stresses enhanced port-led connectivity'.

While ballast water is essential for safe and efficient modern shipping operations, it may pose serious ecological, economic and health problems due to the multitude of marine species carried in it. These include bacteria, microbes, small invertebrates, eggs, cysts and larvae of various species. An article is included on ballast water management of Chattogram port in this issue.

Last year was a happening and prosperous year for the maritime sector of Bangladesh. We have decorated two pages of event stream 2018 infographics with all major events that addressed our developing maritime industry.

There are positive progressions in other areas of maritime developments that you will come to know from the regular news bytes and other sections in this magazine.

Thank you very much for showing interest in us. We have always appreciated your suggestions and advice in making this publication even more attractive, reader-friendly and useful.

Thanking you

Zafar Alam

Editor

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Following the terrorist attacks of 11 September 2001, the United States and the rest of the world believed that cargos shipped through seaports should be screened for hazardous materials that could be used to make a "Dirty Bomb" or even worse, a nuclear weapon.



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Megaports Initiative

To deter, detect and interdict the illicit, illegal and nescient transportation of radioactive materials through shipping network

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Congregation of maritime thinkers: 2nd SAMLF stresses enhanced port-led connectivity



Aiming for a sustainably developed Bangladesh, the Ministry of Shipping has been engaged in knowledge sharing, seeking business and investment opportunities through enhancing regional relationship and solution for existing regional connectivity challenges.

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Horizon

Implementation of the Ballast Water Management Convention is a necessity



According to the UNCLOS and the BWMP Convention, flag States have several important responsibilities to ensure its compliance with these instruments by establishing proper national legislation such as ship surveys, issuance of IBWM certificate, type approval of BWMS, approval of BWMP.



We value your thoughts

CPA news is open to submissions exclusively from the maritime enthusiast writers. We are looking for strong, authentic and thought-provoking articles on maritime issues.

email your views to cpanews@gmail.com



Megaports Initiative

To deter, detect and interdict the illicit, illegal and nescient transportation of radioactive materials through shipping network

Lieutenant Colonel Md Abdul Gaffar

Overview

The end of the Cold War reduced the threat of nuclear conflict that had been considered to be the greatest security threat of the world. But ironically the nuclear threat did not disappear. The international community faces a real nuclear proliferation threat, when states aim to acquire nuclear materials, equipment and technologies in order to make a nuclear weapon. The collapse of the Soviet Union raised the threat of nuclear proliferation, fuelled by several instances of misplacing fissile material in the early 1990s. The increasing number of nuclear states poses a risk to global peace and stability. Moreover, high-profile international and regional terrorism threats are there where terrorist groups if not aim to acquire Weapons of Mass Destruction (WMD) but always can explicate 'Dirty Bomb' - the acronym of Radiological Dispersal Devices (RDD). Evaluating the potential threat perspective, the government of the United States of America (USA) teamed up with other countries to enhance their ability to screen cargo at major international seaports using

radiation detection apparatus with the Megaports Initiative project. Chattogram port being the busiest in the region was strategically important from the business and security perspective and came under the Megaports Initiative funded by US Department of Energy (DoE) through a bilateral Memorandum of Understanding (MOU) in 2008 and commissioned in 2011. In Chattogram port, there are several instances of radioactive materials detected from both export and imported cargos. All the incidences were apparent to be innocent and from the orphan sources; but importantly all incidences are related to metal scrap business. These uncontrolled and nescient transportation of radioactive materials are perceived to be a serious threat to public health and safety. It is vital to note that, Bangladesh shortly will enter the nuclear club once the Rooppur Nuclear Power Plant (NPP) will be operational. Therefore, it is desirable to embrace reality and to deal with the radioactive and nuclear materials methodically for peaceful use. Any attempt to breach the safety and security or their illegal, illicit and nescient transportation must be strictly and carefully dealt.

Effects of radioactive exposure

Exposure to large amounts of radioactivity can cause nausea, vomiting, hair loss, diarrhoea, haemorrhage, destruction of the intestinal lining, central nervous system damage, and death. It also causes DNA damage and raises the risk of cancer, particularly in young children and fetuses.

Below are the effects of short-term, high-level exposure to radiation, as published by the U.S. Environmental Protection Agency. Unlike cancer, these effects from acute radiation exposure usually appear quickly, causing what is known as radiation sickness, which includes symptoms like nausea, hair loss and skin burns. If the dose is fatal, death usually occurs within two months.

- Exposure to 50-100 millisieverts (The millisievert/ mSv is a measure of the absorption of radiation by the human body) changes in blood chemistry.
- 500 mSv: nausea, within hours.
- 700 mSv: vomiting
- 750 mSv: hair loss, within 2-3 weeks

- 900 mSv: diarrhoea
- 1,000 mSv: haemorrhage

Apart from the severe harmful effect on the biological health, there are other hazardous consequences for radioactive exposure.

Economic consequences

- Property damage
- Decontamination
- Evacuation/relocation
- Economic disruption

Environmental

- Contamination of air, soil, and water resources
- Disruption of ecosystems

Societal

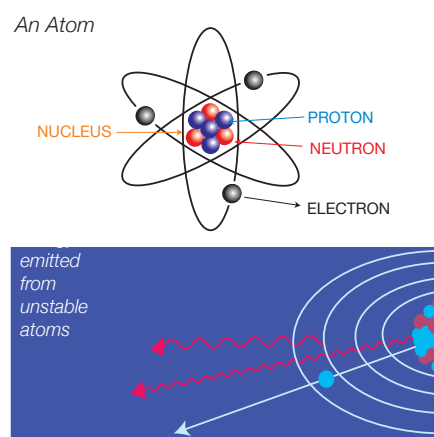
- Effects on human behaviour, relationships, and organisation
- Effects on political processes

Radiation basics

Radiation is invisible and odourless. Radiation cannot be detected by any of our senses. Therefore, people are likely to become complacent about the dangers of radiation. Lack of awareness is perhaps the greatest challenge to deter the effect of radiation. Therefore, it seems obligatory for all concerned to note some basic

information on radiation to forgo any undesirable consequences.

Radiation: Radiation is the energy emitted (or radiated) from excited atoms. Natural radiation cannot be completely avoided; however, the levels of natural radiation are low. When we speak of radiation, we are talking about 'Ionising Radiation' with sufficient energy to remove an electron from an atom.



Background radiation: We are constantly exposed to radiation on the earth. Background radiation is the ionising

radiation that is constantly present in the natural environment and comes from various natural and artificial sources. Natural sources include radioactive substances in the earth's crust, cosmic rays from outer space that constantly bombard the earth, and very small amounts of radioactivity in the body acquired mainly through water and food.

Naturally Occurring Radioactive Materials (NORM)

Radioactive materials which occur naturally and where human activities increase the exposure of people to ionising radiation are known by the acronym 'NORM'. NORM results from activities such as burning coal, making and using fertilisers, oil and gas production. NORM makes up the majority of the background radiation we observe. In addition to the background, shipments of various materials may also contain NORM.

Types of ionising radiation

The basic types of ionising radiation are alpha (particles), beta (particles), X-rays, gamma rays, and neutrons. The primary focus of the radiation detection system is gamma and neutron, which are penetrating radiation types emitted from nuclear weapons and can be detected by radiation monitors.

Radioactive contamination, irradiation and exposure

Understanding the difference between radiation contamination, irradiation and exposure are important for practical purposes:

Radioactive contamination:

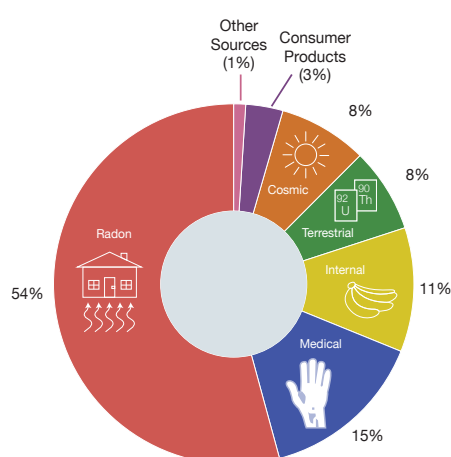
Radiation contamination is referred to the undesired radioactive materials found on the surface of, or inside of structure, areas, objects, or people. To put it simply, radioactive materials which are detected in an unwanted location is termed as radioactive contamination.

Irradiation versus

contamination: When something has been irradiated, by x-rays, gamma rays or electron beams for example, the irradiation stops as soon as the source of ionising radiation has been removed or terminated.

Contamination is much different. When contamination has occurred, the source of the ionising radiation itself is transferred, such as when radioactive isotopes in solid, liquid or gaseous forms are introduced into the environment.

Different radiation sources and breakdown



Radioactive Materials Used in Various Industrial Settings

- Nuclear Power
- Nuclear weapons Complex
- Radiography
- Soil Moisture/Density Gages
- Well Logging/Borehole logging
- Nuclear Medicine

Background Radiation

- Rocks
- Fertilizer
- Title
- Rain
- Location

Medical Radiation Sources

- Gallium (Ga-67)
- Iodine (I-123, I-131)
- Technetium (Tc-99m)
- Cesium (Cs-137)
- Iridium (Ir-192)

Special Nuclear Material (SNM)

Enriched and Highly Enriched Uranium (U-233 and U-235)

- Gamma emitter
- Low energy
- Easily Shielded

Plutonium (Pu-239)

- Neutron emitter
- Difficult to Shield

Natural Radiation Sources

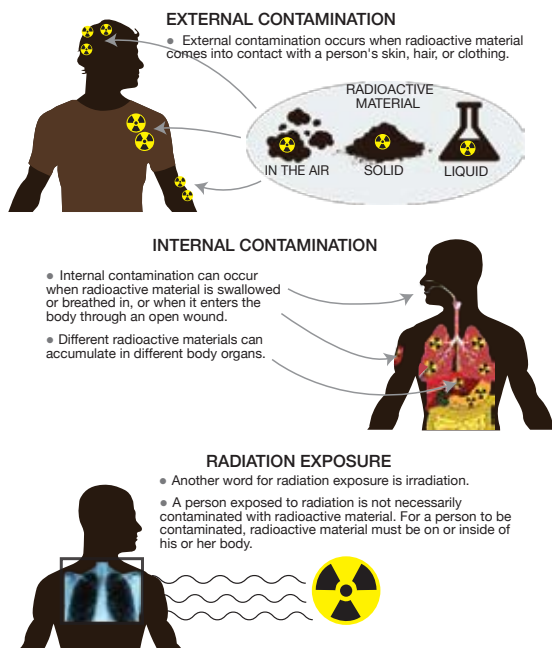
- Radium (Ra-226)
- Potassium (K-40)
- Thorium (Th-232)
- (U-238)

Industrial Radiation Sources

- Americium (Am-241)
- Californium (Cf-252)
- Cobalt (Co-60)
- Iridium (Ir-192)

Consumer Radiation Sources

- Americium (Am-241)
- Radium (Ra-226)
- Thorium (Th-232)
- Potassium (K-40)
- Natural Uranium



Radiation contamination versus exposure

Contamination versus exposure:

Contamination results when a radioisotope (as gas, liquid, or solid) is released into the environment and then ingested, inhaled, or deposited on the body surface. Radiation exposure occurs when all or part of the body absorbs penetrating ionising radiation from an external radiation source.

Radiation safety principles: Time, Distance and Shielding are the three basic radiation safety principle as discussed subsequently:

Time: The amount of radiation exposure increases and decreases with the time people spend near the source of radiation. The maximum time to be spent in the radiation environment is defined as the "stay time." The stay time can be calculated using the following equation:

$$\text{Stay Time} = \text{Exposure limit} / \text{Dose rate}$$

Distance: Increasing distance reduces dose

due to the inverse square law. The farther away people are from a radiation source, the less their exposure.

Shielding: 'Shielding' is the placement of an 'absorber' between a person and the radiation source. An absorber is a material that reduces radiation from the radiation source. Alpha, beta, or gamma radiation can all be stopped by different thicknesses of absorbers.

The inception and features of the Megaports Initiative

After the collapse of former Soviet Union in 1991, the United State (US) Department of Energy (DoE) established the office of the Second Line of Defence (SLD) to provide radiation detection equipment, maintenance, technical support, and training for foreign personnel at land border crossings, rail crossings, airports, and strategic seaports in Russia in 1998. These deployments heightened security measures used to safeguard nuclear and radiological materials at their source locations. In 2000, US DoE transferred its non-proliferation and national security functions, including SLD, to the newly established National Nuclear Security Administration (NNSA).

Following the terrorist attacks of 11 September 2001, the United States and the rest of the world believed that cargo shipped through seaports should be screened for hazardous materials that could be used to make a Dirty Bomb, even worse, a nuclear weapon. In 2003, the NNSA began Megaports Initiative across the globe by teaming up with several countries that have major seaports. SLD strategy incorporates a threat-based, in-depth defence approach to illicit trafficking that recognises Chemical, Biological, Radiological, Nuclear, and high yield Explosives (CBRN-E) smuggling, gaps in the global radiation detection architecture and, more importantly, that international coordination and collaboration that is imperative to reach global security needs.

The Megaports Initiative in Chattogram port

Chattogram port historically has its inherent advantage for its geopolitical location and business potentials. It is one of the busiest ports in the region. Understanding its importance, the purpose of extending Megaports Initiative might have intended to secure USA's homeland, but collaterally it enhanced the radiation detection capability of Bangladesh though it is fully financed (about 12.5 million US Dollar) by the US DoE.

Reasons for extending the Megaports Initiative in Chattogram port

The inclusion of the Chattogram port under the Megaports Initiative programme by the US government might have different analytical viewpoints such as:

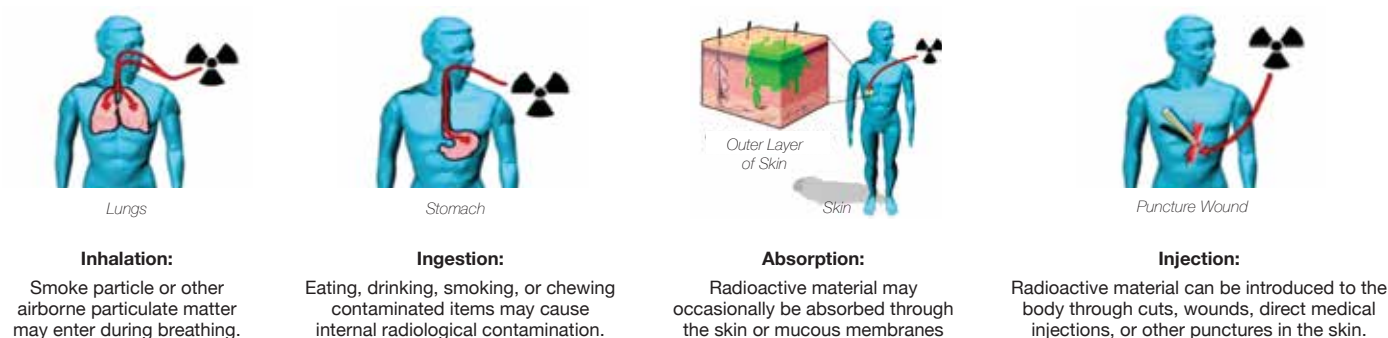
Geopolitical and geostrategic importance of Bangladesh:

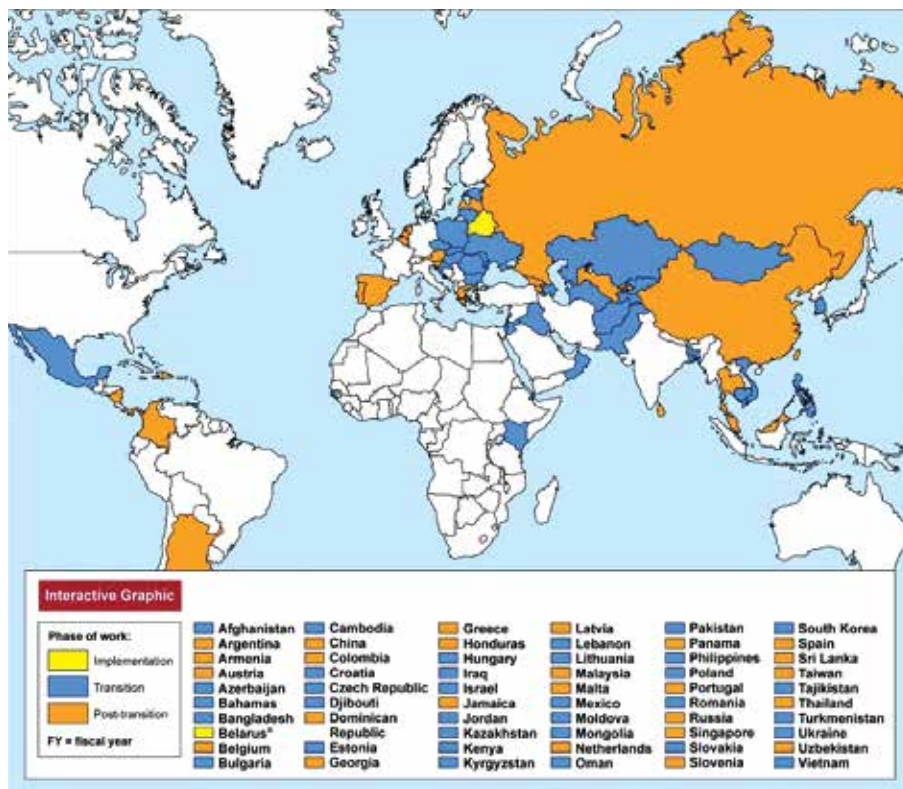
After signing of an agreement to install radiation scanners in Chattogram port, NNSA's Deputy Administrator William Tobey said, "Considering Bangladesh's strategic South Asian location, this agreement is a major step forward in preventing nuclear materials from being smuggled through maritime cargo container traffic"; this statement evidently tells the importance of Bangladesh in the region.

The potential uprising of terrorism:

Perhaps, the rise of religious fundamentalism and the threat of terrorism were deciding factors to extend the Megaports Initiative programme in Bangladesh. "Our success in equipping the Chattogram port, one of the major shipping points in South Asia, highlights our shared commitment to keeping dangerous materials out of the hands of terrorists, smugglers and proliferators," NNSA Deputy Administrator Anne Harrington said in a press release after the new radiation sensor

Routes of Radioactive materials into human body





The map showing locations and information on the nuclear smuggling detection and deterrence (NSDD) programme's partners

technology had formally entered service at the Chattogram port of Bangladesh.

National security and consumers' safety of the US: Bangladesh was the United States' 43rd largest supplier of goods in 2017. Besides the trade, for obvious reasons, it is assumed that the national security and consumers' safety were the prime concerns of the US Government that led to stretch Megaports Initiative programme in Bangladesh. It is also important to note that containers from the Chattogram port do not transport to US ports directly. From Bangladesh, the containers bound to the US or Europe are shipped either via the Port of Singapore or the Port of Colombo and these ports are the US's partner of Megaports Initiative.

Memorandum of Understanding (MOU) of the Megaports Initiative

Prefatory: On 17 November 2008, A MOU was signed between the United States of America (USA) and Bangladesh concerning cooperation to prevent the illicit trafficking of in nuclear and other radioactive material.

Scope: The technical assistance corresponded in the form of equipment and materials as well as training and services, for use at points of entry/exit in Bangladesh

as mutually determined by the US DoE and the Ministry of Shipping (MoS) of Bangladesh for the purpose of detecting and interdicting illicit trafficking in Special Nuclear Material (SNM) and other radioactive material. SNM implies Plutonium (Pu), and Uranium (U) enriched in the isotope U-235.

Estimated budget: DoE's estimated budget for any technical assistance under the MOU was approximately USD 15 million.

Role of different agencies: The MOU was signed with the understanding that 'there is a need to detect, deter and interdict illicit trafficking in nuclear and radioactive material considering Chattogram port serves as a major international hub for containerised cargo. Whereas MoS, Chattogram Port Authority (CPA), National Board of Revenue (NBR), and Bangladesh Atomic Energy Commission (BAEC) desire to scan containerised cargo, regardless of destination, for nuclear and radioactive materials and are committed to the successful, long-term operation and maintenance of this system.

System components and equipment: Megaports Initiative works for enhancing detection capabilities for special nuclear and other radioactive materials in containerised cargo transiting the global maritime shipping network. With a Central

Alarm Station (CAS), radiation detection apparatus installed within the port protected area of Chattogram port. The components consist of:

- (1) Radiation Portal Monitors (RPM)
- (2) Communications including CAS component and Servers
- (3) Protective structures, including bollards, concrete barriers, bullnoses and raised foundations
- (4) Traffic control system
- (5) Other handheld equipment

Procedures for detecting radiation

At present, there are 12 gates in Chattogram port. Considering the locations of different Inland Container Depots (ICD), only 5 gates are installed with RPMs for screening the vehicles. There are 12 vehicle RPMs installed in the aforesaid 5 gates; where the Chattogram Port Access Road (CPAR) Gate is installed with 6 RPMs, Gate-4 and Gate-5 have 2 RPMs each and the N-II lane near the vicinity of Gate-5 and Chattogram Container Terminal (CCT)-2 Gate have 1 RPM each. All the RPMs are integrated to Megaport Initiative's Optical Character Recognition (OCR) system. Vehicle RPMs are fixed in order to detect if there is any radioactive material or content in any consignment. Usually all export bound containers pass through these gates. However, a good number of imported containers and trucks/covered vans carrying import good are also directed to follow these gates. If any radiation alarm sets off while the conveyances pass through the RPMs, it is instructed for a second pass. If the alarm is repeated during the second pass also, then the Custom authority conducts secondary inspection using the hand held detectors. The hand held detectors detect radioactive materials (if any in the consignment) and provide reading indicating the name of the radioactive material. If the secondary inspection reveals the presence of radioactive materials in the consignment, the Chattogram Custom House (CCH) requests the Bangladesh Atomic Energy Regulatory Authority (BAERA) to dispose of the consignment. The BAERA's job is to remove radioactive materials from the consignment. After such removal, customs allows clearance or release on completion of other formalities. It is all-important to mention that the BAEC was an important stakeholder signing the Megaports Initiative MOU, but the Bangladesh Atomic Energy Regulatory (BAER) Act-2012 published through a gazette notification by the government on 17 September 2017 overrides the previous laws and regulation and vests BAERA to

exercise power on the matters related to the peaceful use of atomic energy and radioactive materials making the situation ambiguous to perceive whether BAEC or BAERA to work at a functional level on radiation detection matters.

Radiation Detection Equipment



Personal Radiation Detector (PRD)/Pager:

A radiation detector that can be worn by the operators. The can provide a flashing light,

tone, vibration or a numerical display that corresponds to the level of radiation present.

Use: Alert user to radioactive material in close proximity

Handheld Survey Instrument: A radiation detector used to identify the location of the radioactive material (source). The instrument can provide an alarm and numerical display that corresponds to the level of radiation present.



Use:

- Characterise radiation levels in conveyances

- Locate highest radiation intensity
- Determine radiation distribution

Radioactive Isotope Identification Device (RIID):

Hand-Held Radioisotope Identification Devices (RIID's) designed to identify the isotopic composition of radioactive sources. It is easy to use and deploy that analyses the energy spectrum emitted by the radioisotope for identification. Different types of RIID like FLIR identiFINDER and AMTEK's ORTEC are available in the Chattogram Port for radiation detection:



FLIR identiFINDER RIID: Scan for and identify radioactive materials and characterise radiation level efficiently.



ORTEC (AMETEK) RIID: ORTEC is very expensive and sophisticated RIID in use. Its salient technical features are:

- Expert level determining radioactive material with simple to operate.
- High resolution gamma spectroscopy with confirmatory neutron detection.
- Reliable Classification of NORM, Medical,

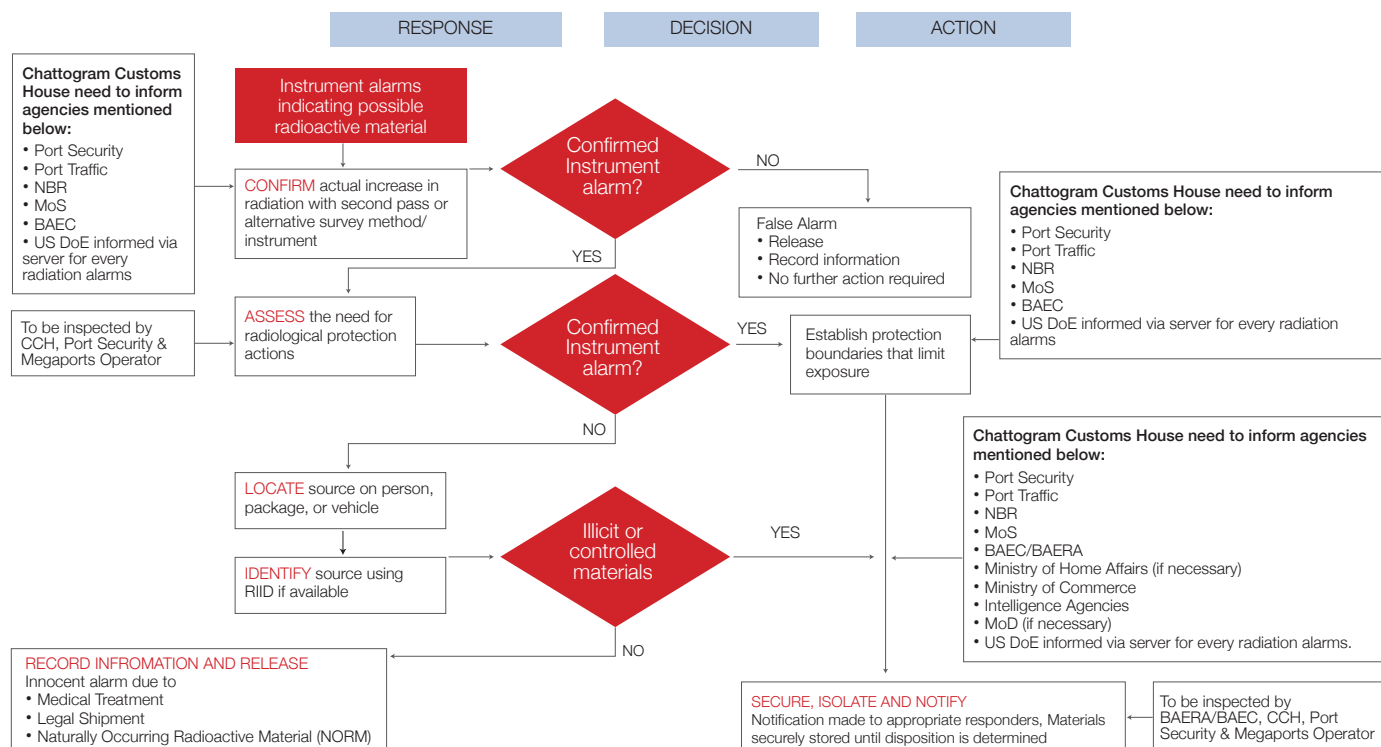
Industrial, SNM and natural Isotopes, shielded and unshielded. SNM search mode finds SNM sources in the presence of other sources.

Radiation Portal Monitors (RPM): RPM is a pass-through monitor typically consisting of two pillars containing radiation detectors and monitored from a display panel. The instrument can provide alarming capability to indicate the presence of radioactive material above a preset limit.



Use: Passive radiation detection devices to detect traces of radiation emitted from an object passing through a RPM. Gamma radiation is detected, and in some cases complemented by neutron detection when sensitivity for nuclear material is desired.

FLOW CHART SHOWING THE INITIAL RESPONSE TO THE IDENTIFICATION OF SUSPECT RADIOACTIVE MATERIALS



It is necessary to understand the appropriate response mechanism and flow of information on identification of radioactive materials in the RPMs of Megaports Initiative.

Addressing the existing threat

Ignorance is perhaps the greatest threat prevailing in Bangladesh to deal with the radiation so as with the radioactive materials. The perilousness to the public health and safety seems more trenchant than that of national security threat.

Ship breaking industries also pose a considerable threat since numerous ship equipment are inbuilt with radioactive materials and when they are scrapped, there is every possibility of dispersing those materials unknowingly.

Last but not the least, the major threat of illicit, illegal transportation nuclear and radioactive material may generate from the import and export of iron and steel scrap. The most importantly, the discharge of cargo/goods in the outer anchorage from the carrier ships by inland lighter vessels especially the scrap materials poses most dangerous situation from all the dimensions of national security of Bangladesh.

Expected role and reality - the probe: CPA pioneered to implement the project, but it is to note that, instead of MoS of Bangladesh government or the port authority, the CCH on behalf of NBR remained responsible for the overall coordination and operations of Megaports Initiative. A third party is employed for the overall maintenance and manning the CAS funded and remotely supervised by the US DoE. Bangladesh Customs, NBR website though reflects the radiation detection procedure, but it seems imprecise and not fool proof from the security point of view. However, some of the difficulties for an effective system control are:

The dearth of active governance: The promulgation of MOU precisely expresses the role and responsibilities of different agencies. But incoherence and inconsistent governance were the major drawbacks toward the utilisation of the full potentials since the inception of the project.

The paucity of solely dedicated manpower: Megaports Initiative is a foreign-aided additional responsibility to all the Bangladeshi actors. No agency has the dedicated manpower authorised in the organogram to perform duties and responsibilities of Megaports Initiative.

Employment of the third party: All the scanning affairs (including X-Ray scanning) are supervised by the customs authority achieved through some third party. State owned security system, if given to a third party can cause a serious threat to national security.

Unavailability of radioactive detection equipment in the all entry and exit point:

All the gates of the port protected area are not installed with RPMs. Not only containers but also bulk cargos can contain radioactive material and illegal, illicit and nescient transportation of such material may also take place using the bulk cargos as shielding.

Absence of the representative of BAEC or BAERA: BAER Act-2013 now empowers the BAERA to deal with the incidences related to radioactive and nuclear materials. But officials of BAEC or BAERA appear in the port only when there is any detection incidence. The prolonged delay in decision making also spoils valuable business hours. Chattogram port alone handles above 90% of import and almost 100% export goods of the country. Therefore the strategy of not employing concerned officials of BAEC/BAERA right on the spot does not sound convincing in any criteria.

Passage of information - the missing link:

The lack of flow of information amongst the actors is perhaps the crucial drawback of existing operations in the Megaports Initiative programme.

Radiation detection incidence in Chattogram port: a case study

Brief description of the incident

On April 29, 2014 Sri Lankan customs reported that they had detected high level radiation from the container TSAU – 2600500 and suspected to be 'Uranium(U)'. The container was returned to Bangladesh. Later US DoE, BAERA/BAEC, Chattogram customs and CPA security recovered the source (revealed to be Radium-Beryllium). Investigation revealed that the RPM of Gate-4 was out of order when the containers entered the port premises. The

Other incidences

Date, Time & Trade Category (Cat)		Alarm Type, RPM Reading	Description		Radiation Detection & Disposal
Date:22-08-2017 Time: 09:04 hrs Trade Cat: Export		Alarm: Gamma RPM 4876.0 cps	Location	Gate-4, Export Lane-9	Tertiary Inspection by BAERA/BAEC conducted. Cs-137 (Cesium-137) The container is still under the custody of CPA. BAERA yet to make a decision for its disposal
			Exporter	Citadel Company Ltd	
			Container No	FCIU-9340824	
			Commodity	Zinc Oxide (ZnO) [By-product of Steel]	
			Destination	China	
Date: 29-05-2018 Trade Cat: Export		05 Export containers with the same commodity and consignment caused radiation alarm:	Location	Export Lane-1 CPAR Gate	Tertiary Inspection by BAERA/BAEC conducted. Cs-137 (Cesium-137) Custom authority with undertaking returned the container to the exporter (BSRM) and asked them to retain the commodity in the own custody also not to make any effort to export them.
			Exporter	Bangladesh Steel & Re-rolling Mills (BSRM)	
			Commodity	Zinc Oxide (ZnO) [By-product of Steel]	
			Destination	China	
Time	16:32 hrs	Alarm: Gamma RPM 1856.0 cps	Container No	FSCU-8152565	
	16:34 hrs	Alarm: Gamma RPM: 2494.0 cps	Container No	TGBU-5496964	
	16:46 hrs	Alarm: Gamma RPM 2082.0 cps	Container No	SEGU-5278924	
	16:47 hrs	Alarm: Gamma RPM 1749.0 cps	Container No	XINU-8014423	
	16:48 hrs	Alarm: Gamma RPM 2537.0 cps	Container No	TCNU-4422191	
Date:20-10-2018 Time: 04:12 hrs Trade Cat: Import		Alarm: Neutron Gamma RPM 3371.0 cps	Location	Gate-4, Import Lane - 8	Tertiary Inspection by BAEC conducted. Cs-137 (Cesium-137) Customs authority asked the importer to return the container to its origin.
			Importer	Kabir Steel & Re-rolling Mills (KSRM)	
			Container No	WHLU-0216330	
			Commodity	Metal Scrap	
			Origin	Chile (South America)	
Date:08-12-2018 Time: 12:23 hrs Trade Cat: Export		Alarm: Gamma Nuetron:3.0 cps RPM 33609.0 cps Sigma:1161.492	Location	Gate-4, Import Lane - 8	Tertiary Inspection by BAEC/BAERA conducted. Cs-137 (Cesium-137) BAERA is yet to render disposal.
			Exporter	Bangladesh Steel & Re-rolling Mills (BSRM)	
			Container No	XINU 8128489	
			Commodity	Zinc Oxide (ZnO) [By-product of Steel]	
			Destination	China	

source is safely secured and kept in a container after necessary shielding by US DoE experts.

Exporter: Mabia Steel (Near Saleh Carpet, Kadam Rasul, Bhatiyari, Sitakund, Chattogram)

Importer: Viraj Profiles Limited (Viraj Tower, 1st Fl, Junction Andheri Kula Road, Mumbai, 400069, India)

Destination: Nhvasheva Port (Jawaharlal Neheru Port) through the Port of Colombo, Sri Lanka

Date of Export: 17 April 2014

Radioactive Source Origin: Orphan (Industrial)

Involvement: Innocent

Source: From ship wreckage

Evaluation of the incidences

The indicator of flaws and follies: It is an almost everyday event that Radiation alarm often sets off while transporting NORM. But recent radiation detection incidences from both import and export containers are very alarming especially from the public health point of view. It would be a dangerous proposition to snug that our country is safe because all the incidences are apparently considered as 'Innocent transportation' from the 'orphan sources' and may be obtained from the wrecks of 'Industrial Radioisotope'. These incidences definitely indicate the flaws and weaknesses of our safe business environment, level of knowledge and awareness, the obligation to the peoples' safety, mindset to our duties, consciousness to the environment and certainly to the overall safety and security situation of Bangladesh.

Doubts and debriefing: The incidences are related to metal scrap import or export of steel mills' byproduct (ZnO) where radioactive material Cesium-137 was common to each frequency. It is important to remind that the half-life of Cesium or the Radiocaesium is about 30 years and it is among the most problematic of the short-to-medium-lifetime fission products because it easily moves and spreads in nature due to the high water solubility'. It is conceivable to comprehend the origin of the radioactive material from the imported scrap materials; however, the accompanying queries may stay about the existence of radioactive material in the export ware:

- (1) How radioactive materials entered Bangladesh or the re-rolling/steel manufacturing industries?
- (2) If the byproduct exhibits radioactive material, then do the same radioactive material ascendance in the actual product (rod/steel product etc.)?

(3) Business first or public safety first?

(4) How to curb the influx of radioactive material through the shipping network?

Conclusion and recommendations

The USA has stretched its security system to safeguard own homeland across the globe and Megaports Initiative is a glaring example of it. A country like Bangladesh, for instance, may not follow the USA model, but we can always make a sincere effort to protect our people. Since the Megaports Initiative has brought multiple advantages for Bangladesh, efforts should be made to use the technology employed for radiation detection effectively. Expansion if necessary should be made to seal all formal exit and entry points of the ports. Modification with the changing technologies including sensible funding seem very important for the sustainability of the project. Development of manpower within the government agencies in the particular field and their consistent and prudent employment should be ensured to derive maximum benefit from the Megaports Initiative. Specific technical and operational responsibilities of the actors should be well defined and their accountability also should be an important concern. In the end, the safety of the people should be the cardinal principle in the planning perspective of comprehending and conserving such project like the Megaports Initiative.

Here are some urgent policy recommendations to stay safe from hazardous radioactive nuclear materials:

- a. Determining national strategy for the peaceful use of radioactive and nuclear materials and articulate policy to deter, detect and interdict the illicit, illegal and nescient transportation of radioactive and nuclear materials.
- b. Formulation of legislation on the uses and restrictions of radioactive and nuclear materials compatible to meet international obligations and requirements:
 - (1) Comprehensive policy for all the agencies and users may be formulated for effective implementation.
 - (2) Training and dissemination of the rules of business for the decision makers at the highest level and down to operational level for sound planning and execution.
 - (3) Concerted effort for circulation of the policies and public awareness drive.
 - (4) Accountability of the radioactive and nuclear material and law enforcement.
 - (5) Effective monitoring and accountability of the institutions/agencies including delegation of responsibility.
- c. Formation of a centrally controlled task

force and employment of emergency response team round the clock in each and every entry and exit points of ports. Rules for the mandatory presence of BAERA/BAEC representatives in the ports for instant decision making.

d. Third party employment on security matters is to be avoided. Building on this this principle, immediate effort for the adjustment/amendment of the organogram of the agencies concerned [BAERA, BAEC, NBR and CCH, CPA security and relevant ministries i.e. Ministry of Commerce, MoS, Ministry of Home Affairs (MoHA) and Director of Shipping (DoS)] is recommended with the highest priority for employing manpower solely dedicated for radiation detection/scanning, monitoring, reporting, disposing and legal action.

e. Formulation of Standard Operating Procedure (SOP) for all agencies.

f. Presence of experts BAERA to employ its manpower in all entry points of the ports in proportionate to the volume.

g. Use of different technology e.g. use of mobile detection system basing on the risk management system can be employed if they are cost effective.

j. Separate jetty should be dedicated to scarp discharge. No discharge of scrap in the outer anchorage should be allowed. If discharge of scrap continues in outer anchorage, conveyance carrying scrap/heavy metals for steel industries must be checked under central monitoring cell.

k. Shipbreaking and recycling industries must be brought under constant monitoring and inspection for detection of radioactive, nuclear and dangerous materials.

l. Being the beneficiary of huge steel production/business in the country, the rerolling and steel mills may be asked to set up radiation detection system at respective factory entry and exit points connected to the monitoring system through the central server system. This would also minimise governmental investment in radiation safety control.

m. A positive and welcoming mindset is required to comprehend the blessings of Megaports Initiative in Chattogram port.

n. Since Bangladesh is entering into the prestigious nuclear club, the country must consider other ports to have similar radioactive materials detection system.

Lieutenant Colonel Md Abdul Gaffar

Former Director (Security), Chattogram Port Authority



Congregation of maritime thinkers:

2nd SAMLF stresses enhanced port-led connectivity

Md. Abdus Samad

People of the entire South Asian region including Bangladesh depend on the Indian Ocean and the Bay of Bengal since time immemorial for their life and livelihood. And it is no different in today's age. This region is currently a major focus in the global spectrum because of its sheer economic growth, trade and market expansion which in turn creates huge opportunity to expand logistics and maritime-related services. Bangladesh is a maritime country due to its geographical location as the country not only connects to South Asia but also to South East Asia, Asia Pacific, Europe and Africa through the sea. The government has taken pragmatic steps in order to develop the maritime sector. The revival of waterways and building new seaports, infrastructural development with hinterland connectivity and river ports imply that the government is giving necessary importance to the port-led development.

Keeping in line with increasing economic growth, Bangladesh's international trade is increasing day-by-day through waterways. The total export-import through waterways was 43.17mmt in FY2010-11, which increased to 73.21mmt in FY2016-17. With support from

multilateral and bilateral development partners, the government is planning to scale up investments to provide sustained navigability of the waterways, modernise existing river ports, build new ports and inland container depots to improve cargo and passenger handling. Aiming for a sustainably developed Bangladesh, the Ministry of Shipping has been engaged in knowledge sharing, seeking business and investment opportunities through enhancing the regional relationship and solution for existing regional connectivity challenges.

By comprehending the importance of the regional maritime connectivity, Bangladesh Ministry of Shipping in an association with the Gateway Media (Pvt) Ltd of India and Colombo International Maritime Conference Event (CIMC) of Sri Lanka took the pragmatic decision to host the 2nd South Asia Maritime & Logistics Forum (SAMLF) in Dhaka, Bangladesh on 9-10 October 2018 to uphold and nurture the maritime economic relation between South Asian countries. The Ministry of Shipping (MoS) did its best to maintain the highest level of professionalism in conducting the 2nd SAMLF in Le Meridien Hotel, Dhaka.

Attendees felt grateful to the organisers for arranging such a grand regional forum since it laid the carpet for international maritime connection building and future depiction of regional maritime trade and commerce.

The beginning of a shared journey

In relation to this, the South Asia Maritime and Logistics Forum (SAMLF) aims to bring together governments, trade associations and industries in South Asian region in contact with leading business enterprises from Europe, Middle East, South East Asia and beyond. SAMLF is an organised platform for knowledge of opportunities, connections with the right people and interaction with governments. This forum is playing a key role in bringing deep insights into maritime infrastructure, focus on investment opportunities and bring meaningful relationships to the table. It also explores opportunities, finds solutions for the existing challenges, shares best practices and identifies ways to collaborate.

The 1st edition of SAMLF was held on 7 September 2017, Mumbai, India with the support of Ministry of Shipping, Govt. of India. Nine countries of South Asia came together to see how they can all work together as a region for economic growth, trade and market expansion by creating a massive opportunity. Maritime professionals from India, Sri Lanka, Bangladesh, Singapore and Nepal spoke of the expanding logistics sector and the related services that have caused disruption in the trade. Many business prospects for the global transportation industry were discussed in that forum. The forum was ratified and endorsed



In the plenary session, Tofail Ahmed, MP, the former Commerce Minister of Bangladesh, Md. Abdus Samad, Secretary, Ministry of Shipping, Government of People's Republic of Bangladesh, Riaz Hamidullah, Hon'ble High Commissioner of Bangladesh to Sri Lanka, gave their thoughtful speeches on investment opportunities and infrastructure growth of Bangladesh.

by the Shipping Minister of India, Nitin Gadkari. The first forum was hugely successful in generating great interest among all the stakeholders to develop new maritime opportunities in the region. The goal of the conference was to explore opportunities, find solutions for existing challenges and share best practices with each other.

A glittering conference

Around 120 government and private representatives from 20 countries, including India, Sri Lanka, Myanmar, Nepal and Bhutan, attended the two-day conference of 2nd SAMLf. The Hon'ble Prime Minister Sheikh Hasina inaugurated the two-day Forum as the Chief Guest. In her welcome speech, she said, proper utilisation of maritime resources available in South Asia can help the region to achieve tremendous success in the socio-economic development of the people. The Premier in her inaugural speech demonstrated her firm commitment and willingness to initiate effectual dialogue in this direction. She mentioned that Bangladesh is a land of earliest rivers and water vessels have always been the primary means of transport here. The rivers and water bodies of Bangladesh are inherently connected to each other. Restoring the primacy of inland water transport as a logical and competitive mode of transportation is one of the key priorities of the government. The Prime Minister of Bangladesh expressed her genuine trust in the Forum. Besides, she made a serious call for all stakeholders to commit to improving the lives of the South Asian people through augmenting the region's trade and commerce. She said, "With the support of our bilateral development partners, we will scale up our investments to provide sustained navigability of our waterways, modernise existing river ports, build new ports and inland container depots to improve cargo and passenger handling."

In his speech, former Shipping Minister Shajahan Khan said, "South Asia has shown outstanding economic growth in the past two decades and maintained a significant share in

the regional and international trade. It has a very promising prospect of developing the maritime and shipping sector to take lead in maritime business in the 21st century."

Hon'ble guest, Indian State Minister for Road Transport and Highways, Shipping, Chemical and Fertilisers, Mansukh Laxmanbhai Mandaviya said, "Initiatives taken by both countries such as coastal shipping for cargo and cruise service will also propel economic growth."

Sri Lankan State Minister for National Policies and Economic Affairs Harsha De Silva also spoke in the conference. He confidently said, "Sri Lanka and Bangladesh have almost finalised a bilateral coastal shipping agreement to boost trade, investment and maritime connectivity between Dhaka and Colombo. It will increase the frequency of feeder services between Chattogram port and Colombo to cut down both the transshipment cost and time, boosting competitiveness, especially for the apparel industry."

Session summary of day-one

Day-one of the conference observed a plenary session followed by the inaugural session. It started after inaugural speeches and a small break for refreshment. It was on investment opportunities and infrastructure growth of Bangladesh. Speakers also gave importance on BIMSTEC integration with the Bay of Bengal region for boosting maritime trade and commerce. At the outset, Moderator and Chairperson, Kazi M Aminul Islam, Executive Chairman, Bangladesh Investment Development Authority (BIDA) Bangladesh, called for a clear focus on improving logistics. After the Plenary Session, the day-one of the heavyweight conference ended with networking break and light entertainment.

Quote: "Significant developments are on the cards. In June 2015 Bangladesh and India signed the coastal shipping agreement and in October 2018 Bangladesh and Sri Lanka are close to finalising a coastal shipping agreement. Combining these two developments, there is a tremendous

business case coming up," said H.E. Riaz Hamidullah, Hon'ble High Commissioner of Bangladesh to Sri Lanka.

Session Summary of day-two

Day-two opened with the Business Session One and the theme was 'Policy Track: Bilateral Trade, Protocols and Connectivity Projects.' The speakers emphasised the implementation of regional connectivity projects between neighbouring nations. Besides, maritime and logistics infrastructure, capacity expansion happening in India, Bangladesh and Sri Lanka to benefit the trade movement were also discussed.

Quote: "Be it ports in India, Bangladesh or Sri Lanka, how do we increase the volumes of cargo? Are we doing business amongst ourselves?" questioned Md. Abul Kalam Azad, Principal Coordinator (SDG Affairs), Prime Minister's Office, Government of the People's Republic of Bangladesh.

The theme of the Business Session Two was, 'Ports and Terminals Track: Port Infrastructure in South Asia, Expanding and Upgrading Projects, Capacities and Operational Efficiency'. The session discussed endless business possibilities by using coastal protocol route, developing rail connectivity and promoting transshipment among the ASEAN nations.

Quote: "It is very important to understand why South Asia matters? South Asia is our route to progress," said Dr Gowher Rizvi, International Affairs Adviser to Hon'ble Prime Minister, Government of the People's Republic of Bangladesh.

The Business Session Three had a theme on logistics and distribution titled, 'Maritime Allied Infrastructure: Dredging, Shipbuilding and Bunkering'. Throughout the session, a clear picture of where Bangladesh stands in the global scenario in shipbuilding, bunkering and the significance of river dredging for the country was placed before the audience.

Quote: "If we see the statistics, only 3 countries are at the forefront in shipbuilding – Korea, Japan and China. Even though Bangladesh is lagging behind in this sector, but not to that extent," shared Rear Admiral Md. Khurshed Alam (retd), Hon'ble Secretary, Maritime Affairs Unit, the Ministry of Foreign Affairs, Government of People's Republic of Bangladesh.

After the lunch break, the Forum proceeded with the Business Session Four on a theme, 'Logistics and Distribution Track: Cargo Transportation, Inland Water Transport, Rail and Road Connections, Coastal Shipping and Transshipment, Airfreight & E-commerce'. In this session, bureaucrats and stakeholders from the maritime fraternity identified lack of trust and tariff and non-tariff barriers severely hindering the trade growth in the region. Finally, the curtain of the elegant international conference was drawn in the valedictory session. The table shows the session-wise list

of the 2nd SAMLf conference speakers.

Quote: “South Asia has been a late starter, while other regions such as North America are doing quite good in maritime connectivity,” said Md. Nojibur Rahman, Principal Secretary, Government of the People’s Republic of Bangladesh.

List of industry-wise participants in the conference

- Governments: National/Federal
- Senior Bureaucrats
- Funding Agencies: Banks/Financial Institutions/Venture Capitalists
- Shippers: Importers, Exporters, Retailers, Manufacturers
- Ports: Inland, Ocean Terminal
- Ocean Carriers: MLOS/Feeder Operators/Coastal Operator
- Container Train Operators
- Trucking and Haulage Companies

- Distribution Centres/Warehouses
- 3PLs/Freight Forwarders
- Technology Service Providers
- Port Equipment Providers
- Trade and Industry Associations
- Lawyers/Insurance Companies/Consultants

Regional connotation

Since Bangladesh at the crossroad of South Asia and Southeast Asia, the country can play the pivotal role to become a connectivity hub of this region. For sustainable development of the country, Bangladesh has launched the ‘Delta plan 2100’ and the ‘Vision 2041’ to become a developed and powerful maritime nation within this century. To materialise development visions, the country must seek maritime connectivity with her neighbours and develop port-led infrastructure synchronised to the pace and process of regional maritime development. The 2nd SAMLf has given us the opportunity to have a better insight into

regional maritime relation between South Asian maritime nations.

India

Recently, the government of India has launched the flagship Sagarmala Programme to promote port-led development while reducing logistics cost for increasing competitiveness of the manufactured products. This would foster industrial growth and create new jobs. India also proposes to develop two ports as transshipment hubs and State-of-the-art ship repair facility on the east coast of India. These initiatives will help Bangladesh by offering services much closer to its geographical boundaries.

To boost inland water transport, the Government of India has declared 111 river systems as national waterways for making them navigable. Development activities have been taken up in a phased manner for the development of these newly declared national waterways. India is keen to undertake the development of two prominent waterways in the northeast region on the Brahmaputra. Initiatives taken by both countries such as coastal shipping for cargo and cruise service could also propel economic growth.

Sri Lanka

While Sri Lanka is identified as a South Asian nation, it sees itself as more of an Indian Ocean nation. Dr Harsha de Silva, Minister of National Policies and Economic Affairs of Sri Lanka revealed in his address, quoting a World Bank report, that South Asia is nowhere near its potential in regional trade. It should be trading three times more among the countries than the current levels. He also pointed out the drawbacks e.g. the cost of trade which is 20 per cent more than country pairs in ASEAN and three times higher than corresponding costs among NAFTA, renamed USMCA countries. He said SAFTA is still far from achieving the goal of tariff-free trade. Integration of trade among South Asia must be looked at as being complementary and as a stepping stone for deeper global integration.

The minister said, “Sri Lanka and Bangladesh have almost finalised a bilateral coastal shipping agreement to boost trade, investment and maritime connectivity between Dhaka and Colombo.”

It will increase the frequency of feeder services between the ports of Chittagong and Colombo to cut down both the transshipment cost and time, boosting competitiveness, especially for the apparel industry.

Bangladesh

The Father of the Nation Bangabandhu Sheikh Mujibur Rahman gave necessary importance to endless sea resources for developing maritime excellence. Under the leadership of his daughter Hon’ble Prime Minister Sheikh Hasina, Bangladesh has established its

Table: Session theme and speaker list

Session name	Session Theme	Speakers
Plenary session	Bangladesh: Investment Opportunities and Infrastructure Growth	Tofail Ahmed, MP, the former Commerce Minister of Bangladesh, Md. Abdus Samad, Secretary, Ministry of Shipping, Government of People’s Republic of Bangladesh, Riaz Hamidullah, Hon’ble High Commissioner of Bangladesh to Sri Lanka, gave their thoughtful speeches on investment opportunities and infrastructure growth of Bangladesh.
Business Session One	Ports and Terminals Track: Port Infrastructure in South Asia, Expanding and Upgrading Projects, Capacities and Operational Efficiency	Md. Abul Kalam Azad, Principal Coordinator (SDG Affairs), Prime Minister’s Office, Government of the People’s Republic of Bangladesh, Commodore A K M Faruque Hassan, (N) afwc, psc, BN, Chairman, Mongla Port Authority, Bangladesh, Fayyaz Khundker, MD, Ocean Network Express (Bangladesh) Ltd, and Vinit Kumar, IRSEE, Chairman, Kolkata Port Trust, India, Anil Yendluri, Director and CEO, Krishnapatnam Port Company Ltd, India, Tamal Roy, Chief Strategy Officer, JM Baxi Group, India, Romesh David, CEO, South Asia Gateway Terminals Pvt Ltd, Sri Lanka were the speakers of the first Business session.
Business Session Two	Policy Track: Bilateral Trade, Protocols and Connectivity Projects	Speakers of this Session were, Dr Gowher Rizvi, Adviser to Hon’ble Prime Minister, Government of the People’s Republic of Bangladesh, Sajjadul Hassan, Secretary, Prime Minister’s Office, Government of the People’s Republic of Bangladesh, Sanjay Swarup, Director (International Marketing and Operations), Container Corporation of India Ltd (CONCOR), Vinita Venkatesh, Director, Navayuga Container Terminal Pvt Ltd, India and Shashi Bhushan Shukla, IRS, Member (Traffic), Inland Waterways Authority of India (IWAI).
Business Session Three	Maritime Allied Infrastructure: Dredging, Shipbuilding and Bunkering	Major (retd) Rafiqul Islam (Bir Uttam), MP, President, Parliamentary Standing Committee on Ministry of Shipping, Government of the People’s Republic of Bangladesh, Rear Admiral Zulfikur Aziz (E) PSC, BN, the then Chairman of Chattogram Port Authority, Bangladesh, Rear Admiral (retd) Md. Khurshed Alam, Hon’ble Secretary, Maritime Affairs Unit, Ministry of Foreign Affairs, Government of People’s Republic of Bangladesh, Md. Sakawat Hossain, MD, Western Marine Shipyard Ltd, Bangladesh, Tariqul Islam, Executive Director, Ananda Group, Bangladesh, Abul Kasem Khan, President, Dhaka Chamber of Commerce and Industry participated in the discussion.
Business Session Four	Logistics and Distribution Track: Cargo Transportation, Inland Water Transport, Rail and Road Connections, Coastal Shipping and Transshipment, Airfreight & E-commerce	Md. Nojibur Rahman, Principal Secretary, Government of the People’s Republic of Bangladesh, Shubhashish Bose, Secretary, Ministry of Commerce, Government of the People’s Republic of Bangladesh, Sailesh Garg, General Manager and MD, Drewry Maritime Services Pvt Ltd, India, Tarafder M Ruhul Amin, MD, SAIF PowerTech, Bangladesh, Shantanu Bhadkamkar, Chairman, ATC Group, India, Khandaker R Zaman, MD, Allseas Bangladesh.



Partial view of audience and participants at the 2nd SAMLF

legitimate rights over the sea, developed ports with modern facilities and sustainable inland waterways by carrying out 1500km of dredging in the past 10 years.

Bangladesh's EXIM trade is growing at the rate of 14 per cent annually and Chattogram port plays a key role as it handles about 4,000 ships in a year. Infrastructure at the port is being upgraded with the construction of new jetties and terminals. Plans are onboard to further add 25 more jetties to Chattogram port and more quay cranes will be installed which will drastically improve the turnaround time for ships. New jetties are also being planned at Bay Terminal. Activity at Mongla Port has also increased and the port now handles about 700 ships in a year.

More Jetties and terminals are being added to Mongla Port along with cargo handling equipment to increase its capacity. Payra Port is being developed and will be ready in two years for mother vessels to call. Port at Matarbari is being developed with help from JICA.

At Mirsarai about 100 economic zones are being developed and to connect these industrial clusters a port is also being planned in that location.

About 30 river ports are being developed to enable quick movement of cargo and to decongest roads.

Bangladesh and the 2nd SAMLF

Key stakeholders from the Bangladesh maritime fraternity deliberated on the current status of maritime and logistics infrastructure in the country and development plans on the drawing board. At the outset, Executive Chairman, Bangladesh Investment Development Authority (BIDA) Kazi M Aminul Islam, Bangladesh, called for a clear focus on improving logistics. Bangladesh has the second largest RMG sector in the world but the profit margin in this sector is becoming slim by the day. Mr Amin said, "We have to

improve our competitiveness by upgrading our services. One of the important areas in this regard is maritime logistics."

Connectivity is not a standalone issue and needs contribution by all nations and by all means, which includes improving logistics infrastructure as well. Chairman of Kolkata Port Trust, India Vinit Kumar elaborated on infrastructure development at Kolkata Port and how to trade with Bangladesh through the port can be improved.

Bangladesh has a history of building ships for the past 100 years and the country can further develop the industry. Bangladesh builds ships for European markets, South America, East Africa and to neighbours like India, Pakistan and Dubai. In the next five years, the total market will be about \$200 billion and Bangladesh can tap at least \$2 billion from it. Demand for new ships is growing in the coastal shipping market which is about 43 per cent. 'World shipbuilding has seen an unprecedented crisis over the past decade. In 2007 world shipbuilding order was 10,055 units divided across major shipbuilding nations such as South Korea, Japan and Vietnam. Ten years down the line in 2016, the order book has shrunk to 4,851 units,' informed Tariqul Islam, Executive Director of Ananda Group, Bangladesh. According to him, Bangladesh shipyards can build ships of up to 20,000 DWT. Most of the shipyards are located on the banks of major rivers like Meghna, Karnaphuli. Till 2017, Bangladesh has built about 1684 units of ships of various types and sizes. The current industrial policy has declared shipbuilding as a thrust sector.

Though South Asia holds huge potential, unfortunately, it remains untapped. The challenges can be overcome only by more business and economic integration. A classic example of intra-regional coordination is coastal shipping between Bangladesh and India. Bangladesh and Sri Lanka are also

looking at coastal shipping options. Mr Ravi Ramprasad, Editor-In-Chief & Publisher, Maritime Gateway, India highlighted the priorities towards building an efficient and smart supply chain:

- The urgent need to increase port capacities to meet the growing demand for cargo
- Augment port connectivity for seamless and smooth movement of cargo
- Simplifying of customs regulations
- Formulate favourable policies to create ease of doing business
- The mechanisation of cargo handling at ports and terminals
- Deploying digital technologies

Outcome of the 2nd SAMLF

- Several agencies like World Bank and UK Investment Board are planning to deploy funds for maritime infrastructure development in Bangladesh. Private entrepreneurs are equally interested in building infrastructure. This Forum acts as a catalyst to get these investments to materialise.
- As a global export-driven manufacturing economy, Bangladesh has sent a positive signal to the investors and existing entrepreneurs that the country is focusing on the most important sector that drives manufacturing exports and trade in general.
- Global retail giants observed the conference as a move in a positive direction, as smart and efficient logistics are tools for competitiveness in today's market.
- Witnessing focus of government in this sector through the conference, companies in shipping and logistics business will be enthusiastic at the potential of investment opportunities.
- This Forum has facilitated to bring regional synergies and cooperation to increase trade and transport links with South Asia and Asian nations.
- This conference generates ideas, innovations, best practices and new knowledge to the government on future planning and development understanding the gaps.
- The conference has created a positive impact on the local business communities and the general public.

Gaining SAMLF momentum

South Asia has been a late starter, while other regions in the world are doing quite good in maritime connectivity. But with the SAMLF cooperation pledging for a new era among the countries, it is gaining momentum, better late than never. It's a good time when we recognise the uncharted and untapped opportunities in improving trade and in the way improve lives of the greater people of South Asia. As a maritime nation, we must encourage such endeavours of regional participation and connectivity for our aspiring blue economic growth.

Md. Abdus Samad
Secretary, Ministry of Shipping

Implementation of the Ballast Water Management Convention is a necessity

Dr Md. M. Maruf Hussain

Overview

Since the introduction of steel-hulled vessels, water has been used as ballast to stabilise vessels at sea. Ballast water is pumped in to maintain the safe operating conditions throughout a voyage. This practice reduces stress on the hull, provides transverse stability, improves propulsion, manoeuvrability and compensates for weight changes in various cargo load levels due to fuel and water consumption. Ballast water may also be carried to ride low enough in the water to pass under bridges and other structures.

While ballast water is essential for safe and efficient modern shipping operations, it may pose serious ecological, economic and health problems due to the multitude of marine species carried in it. These include bacteria, microbes, small invertebrates, eggs, cysts and larvae of various species.

The transferred species may survive to establish a reproductive population in the host environment, becoming invasive, out-competing native species and multiplying into pest proportions.

As a result of globalisation and international

maritime trade, the marine environment, fishery resources and human health have been significantly threatened with the increased risk of Invasive Aquatic Species (IAS) transferred by ships' ballast water. Shipping carries around 80 per cent of global trade in volume and ships' ballast water is indispensable to ensure safe shipping these days. However, shipping is the main vector for movement of species and is responsible for introductions of invasive aquatic species around the world. The frequency of the introductions has been increasing rapidly with the growth of maritime trade and globalisation.





Ballast water is essential for safe and efficient modern shipping operations though it may pose serious ecological, economic and health problems



Invasive alien species can displace local native species

IAS threat

IAS is considered as one of the major threats to global biodiversity because it is almost impossible to eradicate the problem caused by IAS if once a new species is established.

IAS can-

- Displace local native species by competing directly for food, space or light.
- Substantially disrupts the local food web, seafloor or river habitat.
- Enjoys prolific reproduction, recruitment, growth and survival due to its 'escape' from the natural predators, grazers, parasites or pathogens that control it in its native range.
- Causes nuisance fouling to boats, ships, fishing gear, aquaculture equipment, industrial cooling water systems etc.
- Have a noxious or pathogenic effect that causes fish mortalities, disrupts aquaculture operations and/or directly threatens public health.
- Cause a human epidemic.

Impacts-

- Resource competition (food, space, spawning areas);
- Limitation of resources (nutrients, light, oxygen);
- Detrimental changes in the trophic web due to the introduction of a new functional group;
- Harmful algal blooms;
- Genetic effects on native species (hybridisation, change in a gene pool, loss of native genotypes);
- Drastic reduction of the population size or even extinction of native species;
- Homogenisation of world aquatic fauna;
- Can introduce harmful microbes and associated bacteria which can cause a variety of diseases;
- Hampers coastal fisheries and fishing;
- Hampers even destroys coastal aquaculture;
- Reduces ecologically useful organisms.

Ballast water issues-

- A form of cholera, *Vibrio cholerae*, previously reported only in Bangladesh apparently arrived via ballast water in Peru in 1991, killing more than 10,000 people over the following three years.
- The zebra mussel, which is native to the Caspian and Black

Seas, arrived in Lake St. Clair in the ballast water of a transatlantic freighter in 1988. Within 10 years it had spread to all of the five neighbouring Great Lakes. The economic cost of this introduction has been estimated at about \$5 billion.

- Eradicating or controlling an invasive aquatic species is costly and can have significant economic impacts. In 2000, New Zealand spent \$3.5 million to remove a species of invasive seaweed, *Undaria pinnatifida*.
- Among 818 ports in the Pacific region, Singapore alone accounts for an estimated 26 per cent of cross-region (long range) species exchange. Via targeted ballast water management on Singapore and a few other 'influential' ports, cross-region species exchange to/from the Pacific region can be combinatorially reduced.

Mitigating IAS threat

The most effective way of eradicating the problems caused by IAS is stopping the root causes such as bio-fouling on ships' hulls or appendages, and ships' ballast

Ballast water can introduce harmful microbes and associated bacteria which can cause variety of diseases



water. However, ships' hulls, appendages such as propellers, rudders and ships' ballast water are essential for ship operation. As a practical solution, with regard to bio-fouling, the IMO recently adopted guidelines for recommendation to minimise the effects. As one of its achievements in the protection of the marine environment from damage caused by ships' activities, the IMO adopted "the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004".

The investigation in Chattogram port

A research work was conducted on ballast water management in Chattogram port area in 2017 to know ballast water management systems by ships, the current status of Ballast Water Management Convention in Bangladesh and to find out the species in ships' ballast water.

That investigation found a total of 14 plankton species and benthic larvae from the 10 water samples collected from 10

different foreign ships.

Several ships were surveyed to know their ballast water management systems. According to the Ballast Water Management Convention, 2004 a ship needs to manage its ballast water in two ways- Ballast Water Exchange (BWE) to meet D1 Standards and Ballast Water Treatment (BWT) to meet D2 Standards. Most of the surveyed ships met Ballast Water Exchange to meet D1 Standards and fewer were met Ballast Water Treatment to meet D2 Standards. And about every ship use sequential methods of D1 standards (Ballast Water Exchange). According to Regulation B-4, Ballast Water Exchange should be undertaken 200 nm and 200 m depth. If not possible, the exchange should be undertaken 50 nm and 200 m depth. And if not possible, the exchange should be undertaken in areas designated by the port State. However, neither deviation nor delay of the ship, BWE should only be undertaken when the safety of the ship is guaranteed. But many ships do not maintain this rule yet according to

the investigation survey. They exchange ballast water in their convenient way. As a result, alien species can easily intrude in the maritime zone of Bangladesh. These alien species can be invasive and can damage the ecosystem, cause huge economic loss, human health risk and many other problems.

Concluding thoughts

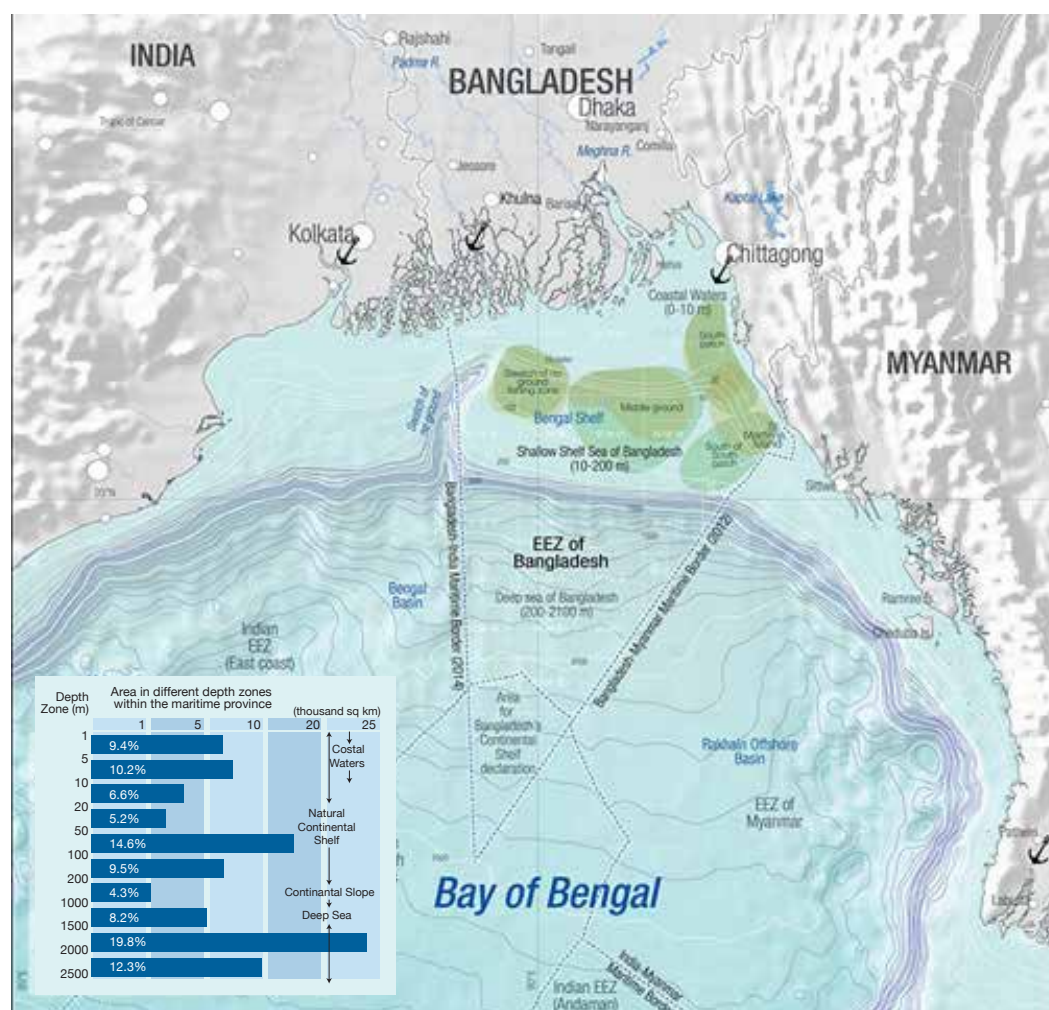
To date, the BWM Convention has been ratified by 65 States and 73.92 per cent of the world's merchant shipping tonnage (IMO). Bangladesh did not ratify the BWM convention, but a proposal for ratification has been approved by the cabinet on 06 February 2017 (source: The Daily Ittefaq, 07 February 2017), the process for ratification is on-going and hope to ratify soon (Chittagong Port Authority).

For the effective implementation of the BWM Convention, the role of flag States is vital since ships are primarily under control of their national administrations. According to the UNCLOS and the BWM Convention,

flag States have several important responsibilities to ensure its compliance with these instruments by establishing proper national legislation such as ship surveys, issuance of IBWM Certificate, type approval of BWMS, approval of BWMP and if necessary, a delegation of flag States duties to recognised organisations.

So it is hoped that BWM Convention ratification will be done soon to meet the demand of UN/ IMO BWM Convention by all maritime flag States. After then strong hand management will be needed for Ballast Water Management by the government as well as the related organisation. Because with the two seaports in Chattogram and Mongla, and with the dream of the deep sea port, Bangladesh is within the range of high risk as the country has not yet implemented any BWM for the safety of our maritime water resources and human health.

Invasive alien species can damage the ecosystem, human health and blue economic ambition of Bangladesh



Dr Md. M. Maruf Hussain

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▶▶ Summit to operate river terminals in India



Summit Alliance Port East Gateway (SAPEGIL), a Bangladeshi firm, has won the work to operate three river terminals in India, Summit Group said in a statement yesterday.

The Inland Waterways Authority of India (IWAI) in its first-ever public private partnership handed over the three terminals to SAPEGIL, a subsidiary of Summit Alliance Port Ltd, on a supply, operate and maintain model.

The terminals are Garden Reach terminal in Kolkata and Gaighat and Kalughat terminals in Patna.

SAPEGIL Director Ashok Chakraborty took over the management of the river terminals from the IWAI in the presence of Gopal Krishna, shipping secretary of India.

This is the first time a Bangladeshi company was awarded the management of terminals in a foreign country, according to the statement.

▶▶ CPA to ensure radioactivity test for all imported goods

A request has been made to use the port's mega-port gate for the purpose of screening all types of imported goods through Chattogram port. At the same time, an emphasis has been given to ensure radioactivity testing before unloading the goods. Importers have to obtain declaration paper from the responsible authority to ensure that there are no harmful and radioactive substances in their imported goods. In order to increase the capacity, the importance of fast placement of radioactive measuring instruments (RPM) at the entry and exit jetty gate of the Chattogram port and need for the appointment of skilled manpower in examination process have been emphasised. Recently, this issue was discussed in the 60th meeting of the smuggling prevention committee. To take effective measures for port security, a letter (DO) is sent to the responsible agencies.

▶▶ Record container handling in port



Chattogram port recorded the maximum number of container handling in a month. In November 2018, total 2,65,165 loaded and empty containers have been handled by the port. According to the latest records, the maximum number of

containers handled in the month of July was 2,65,000. This record has been made due to new equipment collection and addition, yard expansion and constant supervision by the port authority.

▶▶ CPA to introduce 'Eaglerail' in port

Chattogram Port Authority (CPA) has taken an initiative to introduce 'Eaglerail Container Transport' system, the latest technology for container handling. If it is implemented, the number of container handling will increase at least fifteen times. The top officials of the American company 'Eaglerail' have visited Chattogram port two times in recent days. They have conducted a feasibility study. Necessary steps will be taken to start Eaglerail after the formal bilateral meeting. The company provides the technology in developed ports of the world. The technology is like a cable car. The steel frame track hangs at least 40 feet above the ground. Like the cable car, the Eaglerail transfers and releases containers on the specified destination.

Ideally, two tracts of Eaglerail are being planned from Chattogram port to the Bay Terminal. These two tracks will be used to move containers from Chattogram port to the Bay Terminal yard. At least three hundred TEU container movement per hour will be possible by using the Eaglerail.

▶▶ Construction of SPM for oil unloading in BoB will start this year

To save the cost of lightering of imported fuel oil from Mother Tanker, a design is being developed to set up Single Point Mooring (SPM) on the west side of Maheshkhali Island in the Bay of Bengal. Bangladesh Petroleum Corporation (BPC) is working on this design development. Under the 'SPM with Double Pipeline' project, the design development is going on.

If SPM is planted, it will take two days to unload of one Lac tons of fuel. In this process, the fuel from the tanker will be pumped directly to the SPM and storage. From there, the fuel will be pumped to Eastern Refineries. It will save about BDT 800 crore every year in lightering process. The initial survey for the project was conducted in 2010. The project has a goal of completion by 2020.

▶▶ BWDB to dredge 10 km of Karnaphuli river



Bangladesh Water Development Board (BWDB) will dredge 10 kilometres of Karnaphuli River. According to reports, dredging from the Chandraghona ferry ghat to Betagi will be done in due time. At the same time, 6km of the Ichhamati river will be

dredged by BWDB. With a budget of BDT 200 crore, dredging will start from January 2019.

After the Chattogram port, BWDB has taken the initiative of Karnaphuli dredging for the first time. Dredging is required as new alluvial land emerges in Silak, Sarafvata, Betagi, Boalkhali's Stripur Kharnadwip, and the Charandwip area of Karnaphuli river.



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▶▶ IMO Launches Phase II of Bangladesh ship recycling programme



To promote safe and sustainable ship recycling practice in Bangladesh, the International Maritime Organisation (IMO) has launched the second phase of a project. Under a USD 1.1m agreement between IMO and the Government of Norway, the Safe and Environmentally Sound Ship Recycling in Bangladesh (SENSREC) Phase II Project will be conducted. The project is designed to build capacity within Bangladesh to create a legal, policy and institutional reform roadmap for enabling the country to agree to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (Hong Kong Convention).

The 19-month long project will also train several stakeholders to achieve its goals in accordance with the Hong Kong Convention requirements.

Norway Ambassador to Bangladesh Sidsel Bleken said, "Norway is pleased to launch phase II of the project and to continue supporting Bangladesh on its road in compliance with the Hong Kong Convention. The Government of Bangladesh and the ship recycling industry as well as the international ship-owners, have a joint responsibility in making this happen."

Bangladesh is currently estimated to be one the world's top five ship recycling countries in terms of capacity, along with China, India, Pakistan, and Turkey. These five countries account for 98% of the world's known ship recycling activities.

▶▶ New ship arrival increases at Chattogram port

Due to the supervision of the Department of Shipping, the arrival of ships older than 30 years has declined in Chattogram port and the number of new ship arrival has increased. Earlier, 25 to 30 years old loaded ships could easily get the opportunity to enter the jetty.

According to the Department of Shipping, 7 loaded ships without required standard have been detained at Chattogram port in the last three years. These vessels do not comply with international standards. There were 5 such ships detained in 2015, 1 in 2016, 1 in 2017 and 1 in September 2018.

New ships, built a year ago, are now carrying goods at the port jetty. If the new ships continue to arrive, the speed of the goods handling will increase further.

▶▶ Traders satisfied with the value of port services

Country's EXIM traders are satisfied with the services of Chattogram port. Now, the traders don't need to wait for a week to receive the goods when the container ship arrives at the outer anchorage. Ships are now able to berth to the jetties from the outer anchorage within a short time. Due to the constant supervision of management activities and new equipment addition, port services have been improved rapidly.

The number of container ships arrival increases due to the growth of import for last few years. Due to lack of adequate facilities for handling containers in the jetties, these vessels had to wait a long time at the outer anchorage. To overcome this problem, the authorities emphasised on increasing the speed of the container handling at the port. As a result, during the last two months, the waiting time for ships was significantly reduced.

Traders say, "We are stress-free now. Due to increased supervision of the port management, the efficiency of the port is increased and overall port services are also improved. Besides, emphasis should be given on the fast implementation of new projects."

Shipping operators say, "If the port is able to maintain the standard of the current service, the cost of shipping operation and transportation will also be reduced since ship operation expense is directly related to the transportation expenses."

▶▶ Chattogram port facilitates 72% of trade

72 per cent of the country's total trade has been facilitated by Chattogram port. In the fiscal year 2017-2018, the country handled a total of 120 million tons of EXIM commodity by sea, land and air routes. Out of this, 72.40 per cent have been transported through Chattogram port. This figure emerges upon the information provided by Chattogram and Mongla port authorities, airports, land ports and shipping authorities.



According to the estimates of the fiscal year 2017-2018, transport of 85 million tons of goods was handled through Chattogram port. On the other hand, the Mongla Port handled 9.7 million tons of goods, which is 8.77 per cent of the total EXIM trade. 21 million tons of goods had been transported through 11 land ports and 3,70,000 tons of goods are transported by airfreight.

▶▶ India signs deal to use Chattogram and Mongla port

On 25th October 2018, after talks held in Delhi's Le Meridien Hotel, India and Bangladesh signed three agreements for allowing New Delhi to use Mongla and Chattogram ports as transit points to access India's northeastern states for trade. It is reported that the two countries decided to explore the possibilities of river links between Rajshahi and Dhuliajan in West Bengal's Murshidabad district.

Bangladesh Shipping Secretary Abdus Samad and his Indian counterpart Gopal Krishna signed the agreement on the use of Chattogram and Mongla ports for movement of goods to and from India.

Samad said that the three agreements inked on 25th October would further boost connectivity between Bangladesh and India because it had been 'a least connected region'.



➤ CPA chairman Zulfikur Aziz promoted as Rear Admiral



Chairman of Chattogram Port Authority (CPA) Zulfikur Aziz is entrusted with a promotion. He has been promoted from Commodore to Rear Admiral. On 4 November 2018, the Ministry of Public Administration issued the promotion and Rear Admiral Zulfikur Aziz was re-appointed as chairman of the Chattogram Port authority.

Since January 29, 2014 he has been officially acting as the chairman of the Chattogram port, Bangladesh's main economic gateway. Earlier, he served as a member of the Chattogram Port Authority (Engineering). Rear Admiral Zulfikur Aziz, (E), PSC, BN was born on 18 October 1963 in Pabna. After passing HSC from Notre Dame College, he joined the Bangladesh Navy as a cadet in January 1984. He passed the 1st class in B.Sc. from BUET in Mechanical Engineering in 1989. Later, he received Master's degree in mechatronics. In 1992, he took the Marine Engineering Specialisation Degree in India. In addition, in 2016 he received training on Port Management in Ireland. Throughout his professional life, he has been performing his duties successfully on ships, Dockyard, Khulna Shipyard, DGDP and various organisations.

➤ Captain M Shafiul Bari joins as a member (Harbour and Marine) of CPA



Captain M Shafiul Bari (ND), PSC, BN, joined as a new board member of the Chattogram Port Authority (CPA) on 1 September 2018. His appointment had replaced the former member (Harbour and Marine) of the Port Authority, Commodore Shahin Rahman (G) NUP, NCC, PSC, BN.

In 1990, Captain M Shafiul Bari joined the Bangladesh Navy as a cadet and got commission in the Executive Branch in 1992. He completed a special course on navigation and direction from PNS Bahadur of Pakistan in 1999. After completing the PSC degree from the Defence Services Command and Staff College (DSCSC), he later acquired MDS (Master's in Defence Studies) from Defence Services Staff College under Madras University in India.

Captain M Shafiul Bari, the new board member of the port, served as commanding officer on seven ships of Bangladesh Navy, including BNS Abu Bakar. In his career, he spent 14 years in the sea.

➤ Welcome Director (Security) Lt Col Tanvir Ahmad Jagirdar, PSC, Infantry



On December 12, 2018, Bangladesh Army officer Lt Col Tanvir Ahmad Jagirdar, PSC, Infantry joined Chattogram port as Director (Security). Previous Director (Security) Lt Col Abdul Gaffar was transferred back to Bangladesh Army since he had been posted in Chattogram port in deputation.

Lt Col Tanvir Ahmad Jagirdar received commission in 1992 from Bangladesh Military Academy's 27 BMA Long Course. Prior to joining Chattogram port, he was serving as a senior trainer of Bangladesh Infantry Regimental Centre in Rajshahi Cantonment. Earlier, during his service in Chattogram Hill Tracts (CHT), he achieved 'Operation Dabanol' and 'Operation Uttoron' medal. He earned his MDS (Masters in Defence Studies) from the Defence Services Command and Staff College.

➤ Enamul Karim joins as new Director (Transport) in Chattogram port



On 31 December 2018, Enamul Karim took charge as the new Director of the Transport Department of Chattogram port. Due to the retirement of the former Director (Transport) Golam Sarwar, Enamul Karim got promotion as the new Director (Transport).

Enamul Karim started his career as a traffic officer in Chattogram port in 1995. Before taking office as Director (Transport), he had been working as the Deputy Traffic Manager (Operations) in the same division. He obtained a post-graduate degree in Statistics from Chattogram university in 1992. Later, he earned a Post Graduate degree in Transport and Logistics from the Arab Academy of Science and Technology (Egypt). He also earned Masters degree in Port and Shipping Management from the Netherlands Maritime University (NMU). For last 23 years, Enamul Karim has been serving as Terminal Officer, Deputy Traffic Manager and Terminal Manager in Chattogram port.

➤ Renowned organisations eye on building Bay Terminal



Several prominent organisations in the world have expressed interest in building the

Bay Terminal, the largest project in Chattogram port. So far, China Merchant Port Holding Company, the United Arab Emirates DP World, Singapore's PSA International, Denmark's APM Terminals, Adani Port of India, South Korea's Hyundai Group and International Port Development Cooperation have proposed to be built and operate the Bay Terminal.

➤ Japan to invest in Bangabandhu industrial zone seaport



On the coast of Bangabandhu Sheikh Mujib industrial town, Mirsarai, Chattogram, a new seaport and industrial parks will be built by Bangladesh and Japan industrial alliance (Consortium). Bangladesh Economic Zone Authority (BEZA) has given lease about 1,000 acres of land to this alliance. When the industrial town begins its full operation, a large part of the country's total industrial production will be produced there. A port will be constructed under the private initiative to transport

raw materials and goods through the sea and riverways.

Energypack of Bangladesh, Japan-based Sojitz Corporation and the Japan Development Institute jointly formed the consortium. On 20 October, 2018, the newly formed Consortium signed the MoU with BEZA on land lease agreement in the city's Sonargaon hotel. Executive member of BEZA, Harunur Rashid and Sojitz Corporation's officer Ken Kuribayashi signed the MoU as representing authorities.

➤ Maritime Port members pay a courtesy call to port chairman

Members of FBCCI Standing Committee Relating to Ministry of Shipping (Maritime Port) recently paid a courtesy visit to the chairman of Chattogram Port Authority, Rear Admiral Zulfikur Aziz.

During the meeting, on behalf of FBCCI president, members congratulated the port authority chairman for his recent promotion. The chairman of the standing committee Parvez Sajjad Akter presented his congratulatory speech.

During that meeting, the committee's co-chairman Ahsanul Haque Chowdhury, AKM Shamsuzzaman Russell, Captain Shahed Chowdhury and Mirza Mohammad Zahid Hossain and member Mahfuzul Haq Shah, Amirul Islam Mizan, Haji Shafiq Ahmed and Mostafizur Rahman were also present.

➤ Operational port invigorates EXIM trade

Prime Minister's Economic Adviser Dr Mashur Rahman said that the flourishing of EXIM trade will continue if Chattogram port can operate properly. On 15 October 2018, he made the remarks on the seminar titled 'Development Roadmap of Chattogram Division'. In the light of Vision 2021 and 2041, the central finance and planning sub-committee of Bangladesh Awami League organised the seminar in collaboration with the Chattogram Chamber at the Bangabandhu conference hall of World Trade Center in Chattogram.

Chamber President Mahbubul Alam presided over the seminar and Awami League's Finance and Planning Secretary MP Tipu Munshi was the moderator. Business leaders including MP Shamsul Haque Chowdhury, BGMEA vice-president Mohammad Nasir spoke at the occasion.

➤ Prime Minister inaugurates 17 projects in Chittagong

Hon'ble Prime Minister Sheikh Hasina inaugurated 17 projects in Chattogram, including the Bay Terminal in Chattogram port and operations of newly purchased three gantry cranes. On November 1, She inaugurated these projects through video conference from Ganabhaban. The Prime Minister said, "During the tenure of the present government, massive development has been made across the country. Various development activities are ongoing for the growth of all sectors of the country."

Chattogram divisional commissioner Abdul Mannan, chairman of the Chattogram Port Authority, Rear Admiral Zulfikur Aziz, deputy commissioner of Chattogram district Ilias Hossain and senior officials of different departments were present at the conference held in the deputy commissioner's conference room. Notable inaugurated projects are, City Outer Ring Road Project, Bangabandhu Hall for Chattogram Press Club, Monument in Chattogram Courtyard, Chattogram Textile Institute, Bashkhali Court Building, new ship 'Banglar Joyjatra' for Bangladesh Shipping Corporation etc.

➤ CPA gets 67 acres of land for the construction of Bay Terminal



Chattogram Port Authority (CPA) has been allocated 67 acres of land for the proposed Bay Terminal.

The land is located in 3 municipalities of Halishahar and South Halishahar. It was handed over to

Chattogram port authority on 30 October 2018.

The Additional Land Acquisition Officer of the district administration office Nripati Shil officially handed over the possession of land to Zillur Rahman, Deputy Manager (Land) of the port authority. The port board member Commodore Khandakar Akhter Hossain was present at the occasion.

He said, "The construction work of the desired Bay Terminal has started with the transfer of land. The sincerity of the present government has made it possible at the fastest time. Now we will start the construction of yards and other activities."

➤ Bay Terminal's channel marking starts

The channel marking programme of the Bay Terminal has been started. Besides, 14 kilometres of length and 300-meter-wide channel dredging will be started soon. The authorities are aiming to build the terminal at the beginning of next year.

Chattogram port is currently going through the final stage of the capacity, and the growth rate of cargo and container transport has increased a lot. Over the next two to three years, the growth of goods transport will exceed the capacity of the port. So considering the future needs, the Bay Terminal project is being implemented as part of a long-term plan. At the end of the construction, container vessels of any length with 12 metres drafts will be able to berth at the Bay Terminal. Currently, ships more than 9.5 metres drafts cannot dock at jetties of Chattogram port. According to the plan, 35 vessels will be able to berth at a time in this terminal. The authorities want to take the depth of the Bay Terminal channel to 15 metres for the advantage of ships with 12 metres draft.



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