

The progressive transformation of Chattogram port

MoS accelerates sustainable development of Bangladesh

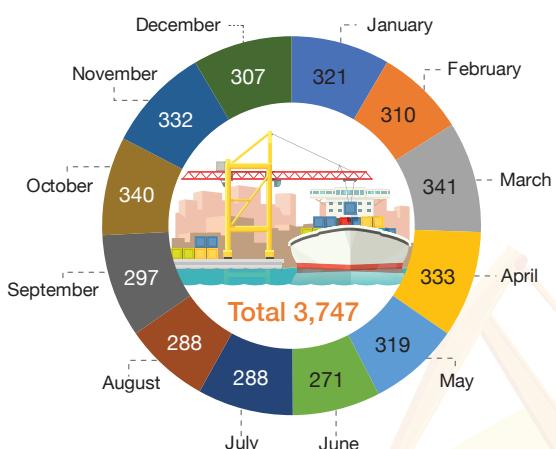
BDT 4,000 crores to increase capacity of CPA

Master planning underway to harvest maritime resources

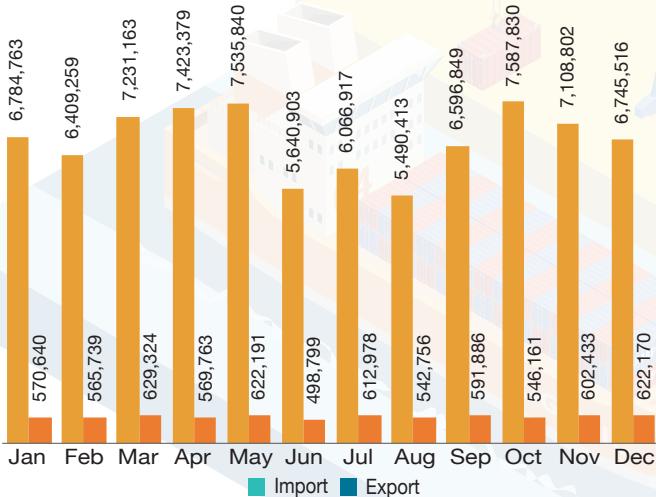


STATISTICS

Ship Arrivals 2018



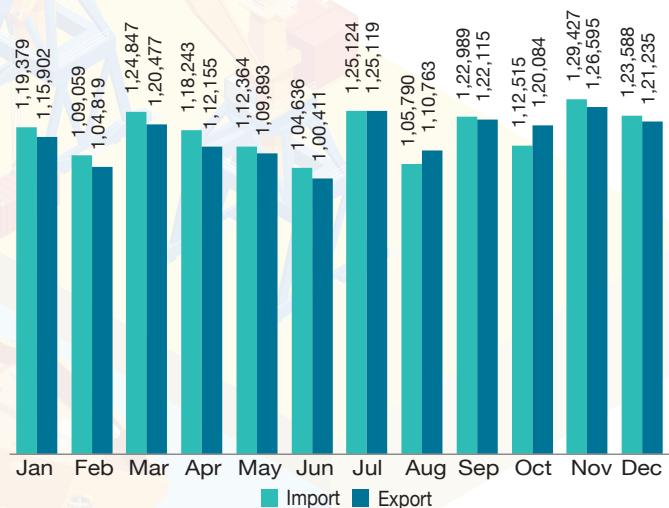
Cargo Handling 2018 (MT)



Chattogram port 2018

The Chattogram port set a new record in container handling. In 2016, the total container handling was 2.6 million 67 thousand TEUs, and in 2018, it handled 2.9 million 3 thousand TEUs containers. The port saw an annual growth in container handling around 9 per cent. Apart from containers, cargo handling of Chattogram port was 90.63 million tons. The cargo handling growth rate was about 13 per cent annually. This statistics of container and cargo handling also surpassed the 30-years forecast of Chattogram port. In 2017, a total of 3,370 ships arrived in Chattogram port and in 2018 the number increased to 3,747.

Container Handling 2018 (TEUs)

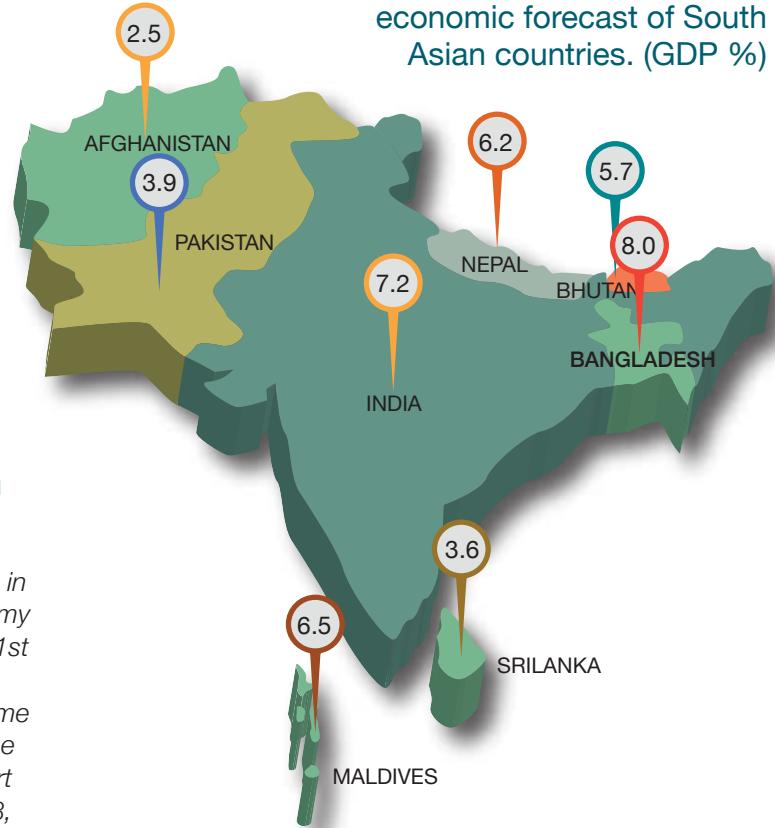


Monthwise Financial Statistical Data of 2018 (in Crore Taka)

	January	February	March	April	May	June	July	August	September	October	November	December
Revenue Income	262.80	214.83	249.55	236.24	250.59	188.93	261.02	212.38	255.68	255.52	223.01	230.90
Revenue Expenditure	136.83	102.21	113.91	109.18	106.23	120.67	82.99	133.94	86.40	121.39	118.90	111.12
Revenue Surplus	125.97	112.62	135.64	127.06	144.36	68.26	178.03	78.44	169.28	134.13	104.11	119.78
Income Tax (Collected From Suppliers and Contractors)	4.97	3.72	5.23	6.32	7.52	5.63	5.75	5.13	4.911	4.52	5.22	9.03
VAT (Collected From Suppliers and Contractors)	5.36	4.33	5.51	6.01	6.88	5.56	7.86	5.58	4.98	4.90	6.48	9.01
VAT (from Authorities Income)	26.02	22.81	30.20	29.59	28.73	15.25	37.12	25.90	25.90	30.98	26.24	31.90



Bangladesh is clearly ahead in economic forecast of South Asian countries. (GDP %)



Opportunity awaits for foreign investment in emerging Bangladesh

According to the International Monetary Fund (IMF), Bangladesh is the second fastest growing economies in the world. In nominal terms, the market-based economy of Bangladesh is the 42nd largest in the world, and 31st largest by purchasing power parity; it is classified among the Next Eleven emerging market middle income economies and a Frontier market. It is predicted in "the most powerful economies in the world by 2050" report of PricewaterhouseCoopers (PwC) in December 2018, that Bangladesh will be in 32 nation's club as the 23rd largest economy of the world with a three trillion dollar economy by 2050, superseding Australia, Malaysia, Thailand, and a close second to Canada.

Standard Chartered Bank recently forecasted that the per capita income of Bangladesh will rise to USD 5,734.6 in 2030, higher comparing to India's predicted per capita income that is USD 5,423.4.

There are significant improvement in socio-economic sector of Bangladesh according to the World Bank reported human assets index and economic vulnerability index. Due to these improvement Bangladesh exceeded the graduation threshold to become a middle-income country.

The graph on the right side shows that Bangladesh has achieved significant progress in earning per capita gross national income.

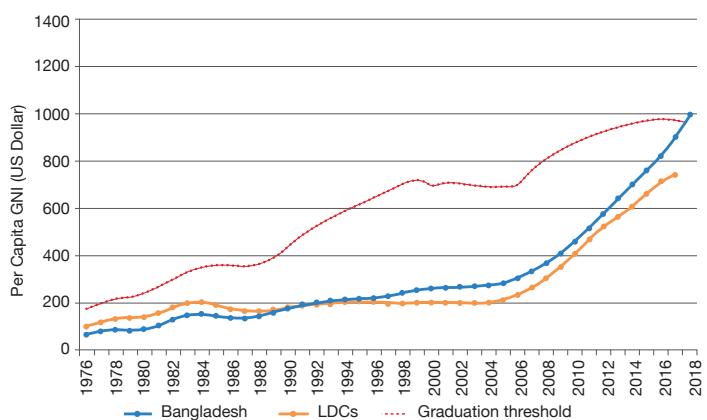


Present status of Bangladesh economy

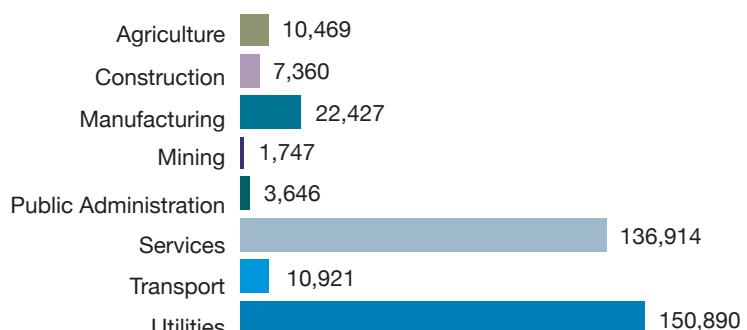
Overview (%)	Reference	Frequency
GDP Annual Growth Rate	8.13	Apr/19
Unemployment Rate	4.2	Dec/17
Inflation Rate	5.55	Mar/19
Corporate Tax Rate	25	Dec/18
Personal Income Tax Rate	30	Dec/18



Per capita gross national income in US Dollar 1976-2018 (two-years average)



Sector wise GDP in Bangladesh (in Million BDT per year)





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Editorial

Rejuvenation of Chattogram port

Dear readers, we are delighted to notify you that the 'CPA News' has stepped in the fourth successful year. In Bangladesh, where maritime practices were inadequate and no regular publication on maritime affairs were existing, the 'CPA News' and the monthly Bengali maritime magazine 'Bandarbarta' have been filling the void and making rare exceptions for the last three years by offering useful contents for maritime domain awareness.

Chattogram port has been taking preparation to handle the increased pressure of the huge EXIM trade of Bangladesh. In order to increase the efficiency and to reduce the time of containers and goods handling by enhancing the efficiency of the service, Chattogram port is being developed and upgraded gradually in phases. Today's port has become more operational than in the past. And we believe the future of the port will be more attractive, more prosperous and more efficient. This overall development and the rejuvenation of the port are not being achieved separately. Rather, the original vision is determined by the strategic master plan of Chattogram port. Over time, maybe some new versions of these plans have been introduced but these works are being implemented on the basis of the strategic master plan. To get a close picture of the progressive and sustainable transformation, our lead story has thoroughly depicted the present and future development changes in Chattogram port.

It would be wrong if we consider the Ministry of Shipping (MoS) is restricted to shipping management of goods only. The MoS is responsible for the expansion and cooperation of maritime trade; management, development and capacity of river ports, seaports and land ports; development and conservation of navigability of inland waterways; vessel management and control, vessel survey and registration; navigation and vessels movement; legislation, necessary education and training; coordination and research related to the ministry; communication with international organisations and signing agreements with different countries and companies. Our second story highlights the broad range of responsibilities of the MoS in ensuring shipping and other maritime services for the people of Bangladesh.

In addition to these, statistics of Chattogram port and economic progress of Bangladesh are shown with informative charts and diagrams. In Infographics section, readers will get a vivid picture of Chattogram port-led logistics development in Bangladesh. News Bytes will inform you of all the important maritime events and developments which occurred during the first quarter of this year.

It will be highly appreciated and we would be truly obliged if you leave your invaluable feedback and suggest new ideas for further improvement of this maritime magazine. Thank you for being with us all the while, and keep staying with us.

Thanking you

Zafar Alam

Editor



The progressive transformation of Chattogram port



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Chattogram port-led logistics development in Bangladesh

News Bytes

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- Demand made to withdraw corporate taxes on shipbuilding
- Chattogram port to add two more scanners
- Bay Terminal's delivery yard construction begins
- Chemical testing is mandatory in Chattogram port

Right now, CPA is capable to support a potential income of USD 40 billion per year

Total container handled
3 million TEUs = For import
1.5 million TEUs
Annually

For Export
1.5 million TEUs
Container handled



Out of 1.5 million **only 0.75 million** TEUs containers are exported with goods, which is worth **USD 40 billion** (approx.)
And rest 0.75 million TEUs container exported empty

→ **Therefore, If we could fill those 0.75 million TEUs empty containers with export goods, the country would potentially earn USD 40 billion more.**

06

Infrastructural development and service standards have hugely increased the commercial importance of Chattogram port. Even the dream of turning this port into a regional hub in South Asia is not far off. As everybody expects more from Chattogram port, the activities and efficiency of the port have been increasing to meet the growing trade demand.

13 Panorama

Ministry of Shipping accelerates sustainable development of Bangladesh



Bangladesh has to go a long way. Vision 2021 and 2041 are the aims of our expectation. Besides, Bangladesh has started to work on Delta Plan 2100. Naturally, the Ministry of Shipping has been working to implement these plans for building a strong nation in the maritime world. Its goal is to build world-class ports and to provide world-class port services.

20 News Bytes

Blue Economy is the key to achieving double-digit growth: State minister for shipping



"The government is working on utilising the vast resources in the Bay of Bengal to harness the Blue Economy," State Minister for Shipping Khalid Mahmud Chowdhury said while speaking at a seminar titled 'Blue Economy and Sustainable Development Goal 14: Bangladesh Perspective'.



The progressive transformation of Chattogram port

CPA News Desk

A huge workforce, charged with ingenuity, is representing the sustainable development of Bangladesh. The farmers have been developing self-reliance, garments and leather industries are bringing foreign currency, information technology and small entrepreneurs are leading the fourth revolution. The developed countries are now interested to invest in these enormous possibilities. Digital development as well as rapid modernisation of the roads, buildings, bridges, electric supply, vehicles, and various public services are transforming the country towards a positive direction.

Needless to say, these are directly influencing the EXIM trade of the country. More development and more trade mean more product handling in a seaport. And due to these reasons, the golden gate of Bangladesh, Chattogram port has become one of busiest ports in the region.

In order to increase the efficiency and to reduce the time of containers and goods handling by enhancing the efficiency of the service, Chattogram port is being developed and upgraded gradually in phases.

For a long period of time, Chattogram port has been taking preparation to handle the increased pressure of the huge EXIM trade of Bangladesh. In order to increase the efficiency and to reduce the time of containers and goods handling by enhancing the efficiency of the service, Chattogram port is being developed and upgraded gradually in phases. Today's port has become more operational than in the past. And we believe the future of the port will be more promising, more prosperous and more efficient.

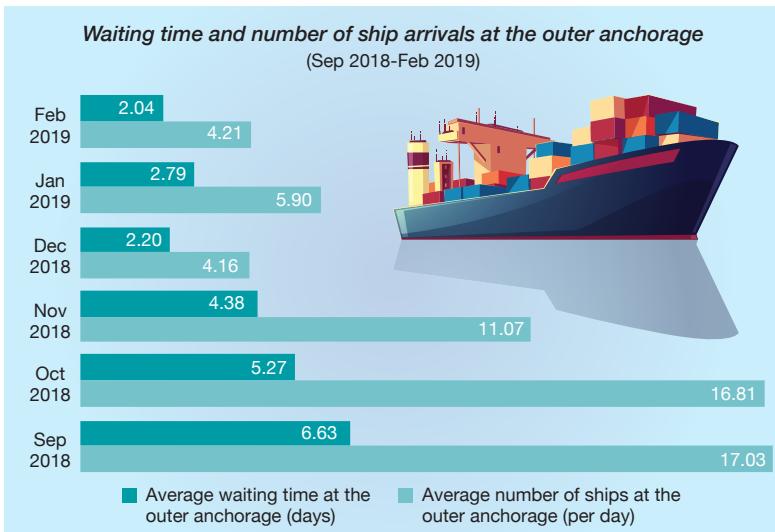
This overall development and the rejuvenation of the port are not achieved separately. Rather, the original vision was determined by the strategic master plan of Chattogram port. Over time, maybe some new versions of these plans have been introduced but these works are progressing mainly on the basis of the strategic master plan.

In July 2013, the Chattogram Port Authority (CPA) handed over

responsibility to three joint partners - HPC Hamburg Port Consulting GmbH (Lead), Sellhorn Ingenieurgesellschaft mbH of Germany and KM Consultants Ltd of Bangladesh for the creation of ADB funded master plan. After the necessary research, the final report was submitted in a national level workshop in Dhaka in September 2015 and the results and recommendations were reported by the consultants. Recommendations included some short-term plans, as well as some long-term goals. In addition to those, they also presented the realistic evaluation of the different situations, challenges and possibilities.

Reforms and modifications of Chattogram port are happening in different dimensions, such as:

- Modifications, reconstruction and addition to the port infrastructure
- Modifications, extension and addition to port services
- Scope of work enhancement with



non-government organisations and other stakeholders

Port service improved

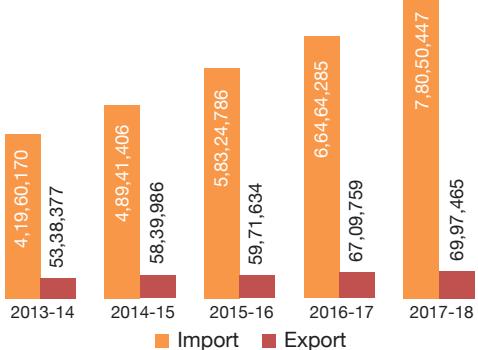
This change in Chattogram port is not just infrastructural. When we see a positive influence on the overall workflow, we can make changes towards a progressive and sustainable transition.

The average stay time reduced

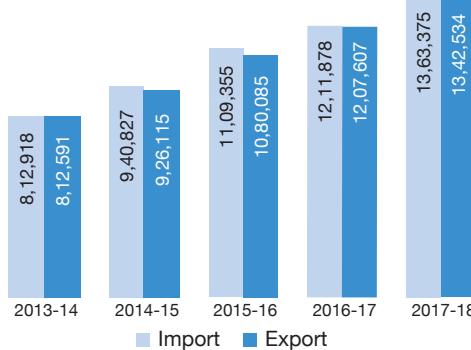
The average stay time of ships in a port is quite important to understand the overall image of the port. Generally, this average stay is limited to three days.

At present, the speed of container handling is increased in Chattogram port due to the addition of quay gantry cranes. As a result, the container-carrying vessels have to stay in the jetty less than before and the number of ship arrival increases at the port. In 2017, a total of 3,370 ships arrived in Chattogram port and in 2018 it increased to 3,747.

Cargo handling statistics of Chattogram port for last 5 Fiscal Years (Tons)



Container handling statistics of Chattogram port for last 5 Fiscal Years (TEUs)



The port sees an annual growth in container handling around 9 per cent. Apart from containers, cargo handling of Chattogram port is 90.63 million units. The cargo handling growth rate is about 13 per cent annually. This statistics of container and cargo handling also surpassed the 30 years forecast of Chattogram port.

Maheshkhali Sonadia sea beach. The port's water boundary has been increased for the implementation of the mega development project around Chattogram-Cox's Bazar area. As a result, there will be a huge improvement in port services.

Transit facilities

The cabinet has approved a draft agreement to transport goods in seven states of India through Chattogram and Mongla ports. According to the 2011 draft of the National Core Committee formed to provide transit, Bangladesh will be able to handle 2 million tons of cargo per year if transits to India, Nepal and Bhutan are given. If the agreement is implemented, Bangladesh and India both will be benefited and the importance of the Chattogram port will get the new height.

Infrastructural development of the port

According to the strategic master plan, by the year 2036, Chattogram port will handle the pressure of 5.6 million TEU containers and it is predicted with a calculation of 13 per cent annual growth in container handling at the port. In this master plan, there is an urge to increase the capacity of the port to handle the growth in sea trade and the port authority have started implementing several projects. Container transport has been doubled in the last five years. It has been possible due to the yard expansion and the creation of new yards. South container yard has already increased the capacity of the port since auction containers are being stored there. Overflow container yard is going to be added to the new 37 acres area. As a result, Chattogram port has achieved the capacity to handle the increasing number of containers.

As part of the mid and long-term plan, construction for three terminals namely Bay Terminal, Patenga Container Terminal and Laldia Terminal has been finalised. The constructions of Bay Terminal and Patenga Container Terminal are in full swing. Besides extending the port, the primary level work is going on for the construction of another terminal in Sitakunda to support Bangabandhu Industrial City, the country's largest industrial town to be built in Mirsarai.



Illustrations of proposed Bay Terminal, Patenga Container Terminal and Laldia Multipurpose Terminal

Bay Terminal

The authority has started the implementation of the 6 kilometres long Bay Terminal Project on 907 acres of land at the opposite of Chattogram Export Processing Zone (CEPZ). Last year, there was significant progress in this project. The district administration has already allocated 67 acres of private land to the port authority for this project. Previously in September 2018, the port authority handed over BDT 352.62 crores to the district administration for the acquisition of land. In the last week of October 2018, the district administration officially handed over the possession of the land to the port authority.

Now, ships with 9.5 metres drafts and the maximum length of 190 metres can berth at a jetty during the high tide of average 4 hours. But in the Bay Terminal, ships with more draft and length will be able to dock any time of a day. The authority is working to complete the construction of the 1,750 metres long multipurpose terminal and 1,250 metres long container terminal by 2021. However, the construction of the container yard has been started initially to carry forward the project.

An instruction from the Prime Minister's Office has been given in order to complete the Bay Terminal project under PPP (Public-Private Partnership) and G2G (Intergovernmental) system. The present capacity of the Chattogram port will be three times higher due to the functioning of the Bay Terminal.

Patenga Container Terminal

The 18 per cent construction of the Patenga Container Terminal (PCT), designed to handle 4,45,000 TEU Container annually, is complete. The

An instruction from the Prime Minister's Office has been given in order to complete the Bay Terminal project under PPP (Public-Private Partnership) and G2G (Intergovernmental) system. The present capacity of the Chattogram port will be three times higher due to the functioning of the Bay Terminal.

Chattogram Port Authority is implementing the project with self financing and the estimated project cost is BDT 1,868 crore 28 lakh. There is a 600 metres long jetty where 3 container ships with 190 metres length and 10.5 metres draft can berth at a time. There is also a 220 metres dolphin jetty where oil tankers can dock. In this project, the backup yard will be of 16 acres with a storing capacity of 4,500 TEU containers.

Under the project, 1 lac 12 thousand square metres of RCC pavement (internal yard and road), 2,118 square metres Container Freight Station (CFS) shed, 6 metres high 1,750 metres expanded customs bonded wall, 5,580 square feet port office building, mechanical and repair plant of 1,200 square metres, 420 metres flyover for airport traffic will be built. In addition, nearly one kilometre of four lanes and one kilometre of six lanes will be reconstructed. The foundation stone of the project was laid on 8 September 2017.

Laldia Multipurpose Terminal

In Chattogram port, cargo transport sees more growth than container transport. Imports of grains, clinker, scrap, are increasing every year. Besides, new cargoes with stones, steel sheets and steel pipes are arriving increasingly. Megaprojects such as Rooppur power plant, Matarbari power plant and Padma bridge construction related cargos are increasing as well. So, unloading priority is also considered for cargos. In order to speed up the maritime trade and to support the government initiated development projects, the port authority has taken an initiative to build a multipurpose terminal at Laldia in Patenga considering the future demand of logistics. Five jetties

will be built on 1,000 metres long land and also 300 metres wide and 1,000 metres long back-up yard will be constructed in this terminal. The terminal will be built in an alluvial land situated between 14th and 15th canals of Laldia in Patenga area of Chattogram. Since the Karnaphuli river is very deep in that area, the ships with maximum 10 metres draft will be able to dock at a jetty. The authority has been working with goals to build the terminal by 2021 and to launch it in 2022 for full operation.

Specialised jetty for heavy machinery

In addition to this, General Cargo Berth (GCB) and Jetty No. 13 are being converted into specialised jetties capable of handling imported heavy machinery.

Container yard for increasing port capacity

Overall, container yards and storing capacity of the port is increased. With the addition of new terminals, supplementary yard installation is also increasing, therefore, more than 50 thousand containers can be stored in the port yard.

Gantry crane and equipment addition transforms overall port image

In 2018 alone, the authority has collected more than 60 equipment at a cost of more than BDT 1,000 crores. Among them, there are six modern Ship-to-Shore (S2S) gantry cranes used for loading and unloading containers from ships. Port's stakeholders had long sought to increase the numbers of these cranes. Container handling pattern of the port has been changed after six gantry cranes were added in two stages in August and September 2018. According to the contract with the supplier company in August last year, more than four gantry cranes will be added in the current year.

Apart from these, many important tools like RTG, forklift, and straddle carrier have been added in 2018. For the first time, the authority has purchased rail mounted gantry crane in 2018 at a cost of 22 crores.

There was no Ship-to-Shore gantry crane for container handling in the New Mooring Container Terminal (NCT) and container handling was performed by ship's crane. As six new gantry cranes have been added to Jetty number three, four and five of the terminal, port users are happy.

Generally, two hatched and three hatched ships berth at the port. Of these, three hatched ships are getting additional benefits while docking in NCT. Each hatch will be provided with gantry crane to handle goods. Since there are three gantry cranes deployed in a single jetty, the ship can leave the jetty much sooner than before. The waiting time is reduced for ships in outer-anchorage, subsequently, more ships can berth within a short time. Successively, the pace in container transport increased by 30 per cent. The revenue of the port is increasing and the time and money of the port users are being saved.

Lighterage jetty

Five lighterage jetties have been constructed at Sadarghat on Karnaphuli river to unload goods from big ships in outer-anchorage. These jetties were built to reduce average stay time for ships. They are being allocated for those industrial groups which bring a huge amount of

imported goods. KSRM Group and Confidence Cement have already started operating two jetties out of five. Other jetties are also in the allocation process. It is the first time in the history of Chattogram port when responsibilities are given to the private sector to manage jetties. This is a great example of a Public-Private Partnership (PPP). After the allotment of the jetty, the industries will be able to unload their imported products in lighterage jetties. Industrial groups will get opportunities to unload imported goods at their jetties and this process will save money and transportation costs.

In addition to the five jetties, the authority is building fifteen more lighterage jetties in phases. Meanwhile, constructions of five lighterage jetties are underway in the Laldia area. Besides, five lighterage jetties will be built in Hamidchar of Chandgaon and five more in the Sitakunda area.

Other infrastructures

The change in the overall infrastructure means not only the construction of big structures. In this phase of transformation, new facilities have been added to Chattogram port. Among them are:

- A hinterland connection behind the fourth and fifth berths of the New Mooring Container Terminal
- A dock office
- A hydrographic field office
- A new car shed
- An auction shed
- Two college buildings

For a delicate and sensitive work-area like the port, advanced security systems are essential for the infrastructural development and growth of services.

Several changes and enhancement s have been made to the security system of the port.

- A sports complex
- A worker's restroom
- CTMS towers
- Construction of a four-storied hospital complex with six storied foundations besides the existing port hospital
- Kidney dialysis machines and ambulance ship collections for Chattogram port authority hospital
- The rebuilding of the main port market with necessary expansion
- Construction of 486 units of accommodation for employees
- 76 units of accommodation for the officers
- A security building with modern facilities

In addition to these, a comprehensive development programme is being carried out in the road communication infrastructure. On one hand, the Karnaphuli tunnel will bring a new dimension to the port, while on the other hand, new roads and flyovers in the port and its adjoining areas will help to make the ports more active. As a result, it is expected that the existing traffic jam will be curbed down from the port area.

Security system

For a delicate and sensitive work-area like the port, advanced security systems are essential for the continuation of infrastructural development and growth of services. Several changes and enhancements have been made to the security system of the port.

Addition of new and latest machinery, infrastructure development, service improvement are gradually transforming the port



Since 2005, 128 CCTV cameras are active. Marine Workshop, newly built South Container Yard and Overflow Container Yard projects are in progress to be brought under CCTV surveillance. Apart from this, 800 CCTV camera installation projects are in the study phase of BUET. In order to control the access of Chattogram port, creation of biometric databases for all stakeholders in the port is underway. Meanwhile, 16,000 people have already been enlisted in the biometric database.

The other gate is planned to start the system. There are six archways to ensure the security system. There are baggage scanners at seven port gates, which are planned for an upgrade.

To keep compatibility with the safety standard of world's developed ports, a pilot project consists of UVISS (Under Vehicle Inspection Surveillance System) has been set up in three gates (Gate No.4, CCT-2 and CPR Gate) in 2018. UVISS will be installed in other gates in phases. The port is enjoying the success of the pilot project. Apart from this, UVIM (Under Vehicle Inspection Mirror) system is running in all the gates.

A rapid response berth has been set up near the 15 No. wharf of the channel to avoid any kind of accidents during a regular patrol of the Coast Guard and Navy along the port channel and outer anchorage so that security measures can be taken fast.

Increasing use of Kamalapur ICD

Kamalapur ICD, situated in Dhaka, sees a growth in its use. With 90,000 TEUs container handling capacity, last year was the first time in its history when 93 per cent of the Kamalapur ICD was used. 83,960 TEUs containers were imported and exported through Kamalapur ICD. That indicates 12 per cent more container handling in 2018 than that of 2017. On average, more than two trains with containers are commuting from Dhaka to Chattogram every day.

Capital dredging increases the navigability

Karnaphuli river dredging has been started with new enthusiasm to ensure that ships with deep drafts can berth in the jetty. Officially the project of 'Karnaphuli dredging up to Bakulia' from Sadarghat started in September 2018. The Bangladesh Navy is working

About 30 organisations are involved in this complex business process. Notable organisations are Chattogram Customs House (CCH), C&F agents, shipping agents and commercial Banks. They all facilitate smooth port operation.

on this 42 lac cubic metres dredging project. To implement this project, Chattogram port is providing BDT 242 crores. Dredgers and equipment of BDT 130 crores have been brought from Holland for the dredging. Among them, there are two new IHC dredgers named 'Mikhail 1' and 'Safir 1', which can excavate up to 14 metres deep. Apart from this, 500 millimetres diameter HDPE pipes, floaters and rubber hose pipe have been brought for relocating dredged soil at a distance of five kilometres.

Dredging work will be completed in four years. However, the nature of siltation, stones, polythene, brick-concrete structures and parts of drowned small vessels are hampering the dredging work.

Human resources

Dedicated and skilled manpower of the port is working to achieve container and cargo handling growth. The authority is working for the development of human resources for conducting modern and dynamic performance. New human resources are being employed in administrative work, new machinery and terminal management. 6,372 officers and employees are working against the 8,679 posts approved by the port. Last year, 525 posts for office assistant, 37 posts of ECM driver, 55 posts of security personnel and 162 posts of shipmate were appointed. In addition, human resource recruitment is going on for 334 more posts.

Stakeholders come forward

This 24-hour uninterrupted port operation is never completed by the port staffs alone. About 30 organisations are involved in this complex business process. Notable organisations are Chattogram Customs House (CCH), C&F agents, shipping agents and commercial Banks. They all facilitate smooth port operation.

Chattogram Customs House

To keep pace with the increasing international trade, Chattogram Customs House (CCH) facilitates the fast clearance of imported and exporting goods for 24 hours a day. From 9 am to 7 pm, check up, taxation and unloading works are being conducted every day. A necessary number of officers and staffs carries out their duties in the remaining time for ship unloading and

other related activities. Even during the holidays, many officers and staffs are deployed to manage import and export operations.

A changing port: adding cruise terminal, mining jetty and fish harbour jetty services

As everybody expects more from Chattogram port, the amount of daily work of the port has been increasing to meet the growing trade demand. Altogether, a great deal of hard work is the traditional identity of this port. Meanwhile, the port is being prepared for more services.

The port authorities have taken a number of groundbreaking steps for the future. We may see evidence of these changes within five years. Once upon a time, passengers-packed ships harboured at the first two jetties of GCB. In light of the increasing demand for tourism industry, the feasibility study for constructing a cruise terminal has been started and it will be built within 2025. On the other hand, the CPA has a plan to build some specialised jetties for the benefit of the Blue Economy. These include mining jetty and fish harbour jetty. Besides, to create more modern management, the authority is taking steps to become an environment-friendly organisation.

It is not possible to achieve the necessary transformation within a short period time. And changes and extension cannot be done by disrupting daily business affairs of the port. In addition, there is a need for comprehensive coordination in infrastructural or technology-based projects with foreign organisations and individuals. Besides, there are several administrative, legal and procedural challenges in the reformation process. Sometimes, situations affect the dynamics of port transformation. For various inevitable reasons, the government also has to change priorities. Within this reality, Chattogram port has to deal with daily and future development programmes.

These infrastructural development and service standards have hugely increased the commercial importance of Chattogram port. Even the dream of turning this port into a regional hub in South Asia is not far off.



Freight forwarders for smooth port operation

In international trade, shipping lines and airlines used to provide services just from one port to another in the past. The profession of freight forwarders originated from this void as they started to deliver the goods to the door of an importer. Generally, freight forwarders carry out all the work related to EXIM trade in behalf of importers and exporters. In the 1980s, when the transportation of EXIM goods started by containers, since then, the freight forwarding business in Bangladesh also started. Later, it had been institutionalised for its popular demand and service. Special services of freight forwarders include Door to Door or One Stop Service and A to Z (Multimodal Transportation Services). In this globalised world, freight forwarders play a coordinator's role in multilateral transport system for goods.

Sea ports around the world usually work as a terminal operators. That is, a port's yard is not used as storage. After the unloading from the vessel at the port, the imported and loaded containers, FCL (Full Container Loaded), are kept in bonded ICD's outside the port and imported LCL (Loose Container Loaded) containers are kept in the fixed bonded warehouse to delivery from there for the forwarders. However, Bangladesh does not follow such process. Only 37 products are delivered from bonded ICDs. Other FCL products are kept inside the port and delivered from there. On the other hand, no bonded warehouse service is provided to the forwarders for the

storage of imported LCL goods or export goods, consequently, imported LCL goods are unstuffed and kept in port warehouses for delivery. As a result, occasionally the port suffers from the container congestion. If the LCL goods are kept in bonded warehouses of forwarders, there would be no container congestion in Chattogram port. In case of import, the cost can be greatly reduced if transportation deal is done through freight forwarders.

The extent of work of the forwarders is huge in global context, but due to legal restrictions, its area is limited in Bangladesh. Freight forwarders work as agents here. In order to import, freight forwarders work primarily in two ways, one is CFR (Cost and Freight), another is FOB (Free On Board). In the CFR process, freight forwarders work as representatives of the exporting country's freight forwarders. If the exporter's freight forwarder sends the goods, the local freight forwarder gives the importer an order for goods delivery from the port. But before that, the importer has to complete all documents and customs clearance through the C & F agent. In the FOB process, the freight forwarders take charge of transporting goods from the importer through tender or quotation. When the goods arrive at the port according to the deal, the importer pays the bill to the freight forwarder and takes the delivery order to receive the goods.

Exporters take services from freight forwarders to deliver goods to the

The extent of the work of forwarders is huge in the global context, but due to legal restrictions, its area is limited in Bangladesh. Freight forwarders work as agents here. In order to import, freight forwarders work primarily in two ways, one is CFR (Cost and Freight), another is FOB (Free On Board).

importers. Due to the multimodal transport facilities, freight forwarders are able to deliver products to the importer's doorstep directly from the production plant. As a result, freight forwarders can coordinate the movement of goods efficiently through sea routes, roads or railways. In order to export goods, exporters provide the packing list, invoice and necessary documents to the freight forwarders.

After the completing the documentation, the forwarder instructs the exporter to keep the goods in specific ICD. After storing the goods, customs finishes the

taxation and finally the shipments are delivered to the importer's destination. In Bangladesh, 65-70% FCL containers import and 100% of LCL containers as well as air transport of imported goods are done by the freight forwarders. On the other hand, 100% of total EXIM trade and about 90% export by the sea route are being conducted through the freight forwarders.

Bangladesh Freight Forwarders Association (BAFA) is the only national organisation of the country's freight forwarders. Approximately 1200 members are enlisted in this organisation. BAFA is the 'A' class member of the Federation of Bangladesh Chamber of Commerce and Industry (FBCCI). The organisation is supportively collaborating with UNESCAP (United Nations Economic and Social Commission for the Asia and Pacific). Apart from this, BAFA is a member of the International Federation of Freight Forwarders Association (FIATA), Federation of Asian Pacific Air Cargo Association (FAPAA) and South Asian Federation of Freight Forwarders (SAFFFA). BAFA has offices in Chattogram and Dhaka airport.

Omar Faroque Emon
Reporter, Bandarbarta & CPA News

Gratitude: Amirul Islam Chowdhury Mizan, Senior Vice-President, Amiya Shankar Barman, Director (Administration) and Khairul Alam Sujon, Director (Port and Customs), Bangladesh Freight Forwarders Association

INFOGRAPHICS

Chattogram port-led logistics development in Bangladesh

As per World Bank report, Bangladesh is in a good position for growth right now due to investment, foreign exchange savings and increasing productivity in the industrial sector. To continue with this growth, the government is rightly focusing on improving logistics infrastructure to match the pace of manufacturing and exports. In this regard, Chattogram port is transforming with its infrastructural and service upgrade into a modern port. This map details some of the important port-led logistics developments happening in this part of the country to ease domestic and foreign trade.

Some notable projects of Bangladesh to support maritime trade and logistics



Mongla port

The Mongla port is the second busiest seaport of Bangladesh. It is located in Bagerhat District in the southwestern part of the country; and lies 62 kilometres north of the Bay of Bengal coastline.

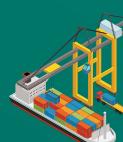
Payra port

The Payra port was established by an Act of Parliament in 2013. The port was officially inaugurated in 2016. It is located on the Rannabad Channel near the Bay of Bengal. Currently, the development of the port is underway to make it bigger and better.



Padma bridge

The Padma Bridge is a multipurpose road-rail bridge across the Padma River under construction in Bangladesh. It is going to be the largest bridge in the country.



Inland container river port in Ashuganj

Bangladesh government is setting up an inland container river port in Ashuganj that will promote regional and sub-regional trade.



Railway ICD at G

The government is planning to construct a new ICD for Bangladesh Railway and to expand container services across the country.



ICD near Dhirasram station

To accommodate the growing containerised traffic at Chattogram Port, a new ICD is planned to be built near the Dhirasram Railway station to the Dhaka eastern b

Bangabandhu Sheikh Mujib Shilpa Nagar (BSMSN)

Located on the mouth of Feni river, Bangabandhu Sheikh Mujib Shilpa Nagar are being developed on a land of 30,000 acres covering 25 kilometres coast lines through the Sandwip channel of the Bay of Bengal.



Sitakunda Container Terminal

Located in the Sandwip channel, the terminal will be dedicated to serving the Mirsarai Economic Zones (EZ).



Bay Terminal

LARGE TERMINAL WITH DEEP DRAFT
The authority is working to complete the construction of the 1,750 metres long multipurpose terminal and 1,250 metres long container terminal by 2021.



Patenga Container Terminal

The PCT is designed to handle 4,45,000 TEUs containers annually. There is a 600 metres jetty where 3 container ships with 190 metres length and 10.5 metres draft can berth at a time.





Ministry of Shipping accelerates sustainable development of Bangladesh

CPA News Desk

This green land of South Asia, Bangladesh is incandescent in its own glory. Water, the prime driver of this Bengali civilisation, comes from the northern Himalayas and other mountains thorough crisscrossed rivers that have made this delta a country of six seasons. These rivers have been making this land fertile from time immemorial and they merge with the sea at the southern boundary of the country, the Bay of Bengal.

These rivers exist throughout the history, trade, culture and tradition of 17 crores population living in a land of 1,047,570 square kilometres. Bengali civilisation is developed near river banks of this region. From the very beginning, these rivers have been playing an important role in every chapter of the progress and development of this land. There are about 800 small rivers in Bangladesh with a length of 24,000 square kilometres. The country has 800km coastline, including 1 lac 18 thousand 813 square kilometres of sea area. Besides, we are connected with neighbouring countries through road and land ports.

There are about 800 small rivers in Bangladesh with a length of 24,000 square kilometres. The country has 800km coastline, including 1 lac 18 thousand 813 square kilometres of sea area. Besides, we are connected with neighbouring countries through road and land ports.

These hundreds of rivers, seaports and land ports all of which are intimately associated with our public life, trade, transport and social activities. A large part of the economic activities of the country directly depends on the waterway transportation infrastructures. To use our rivers and waterways sustainably, the Ministry of Shipping (MoS), which has become one of the important ministries of Bangladesh, is taking the enormous task to serve the people of Bangladesh more.

It would be wrong if we consider the Ministry of Shipping is restricted to shipping management of goods only. In reality, the Ministry of Shipping has enormous responsibilities to keep the momentum of the country's economic growth. The expansion and cooperation of maritime trade; management, development and capacity of river ports, seaports and land ports; development and conservation of navigability of inland waterways; vessel management and control, vessel survey and registration; navigation and vessels movement; legislation, necessary education and training; coordination and research related to the ministry;

communication with international organisations and signing agreements with different countries and companies are important functions of the Ministry of Shipping.

The vision for multidimensional activities of the ministry is dedicated to ensuring strong port infrastructure, shipping management and maritime services for the sustainable development of the nation.

Objectives of this ministry are:

Modernisation of seaports, river ports and land ports, ensuring smooth navigability of waterways, the creation of skilled manpower in the maritime sector, affordable and safe passenger and commodity transport and facilitate foreign trade expansion.

Rich maritime tradition

Bengalis have a glorious history of about 2,500 years of maritime trade and commerce. From Chattogram, the king Buddha Gupta made a voyage to Malay kingdom with a huge fleet around 400 BC. Rich waterways of Bengal were clearly depicted on famous historian Ptolemy's ancient map. Old scriptures describe the

glory and prosperity of Bengal's wealth. For thousands of years, the Greek, Arab and Chinese merchants harboured frequently in ports of Bengal with sailing ships. The Chinese monk, Hiuen Tsang mentioned of Bengal's navy and prosperity in his description. After the Gupta and Pala dynasty, almost a thousand years ago, Arab merchants made the first exclusive supremacy in ports of Bengal and the coastal regions of Bay of Bengal. Because of the world-renowned shipbuilding skills, the Ottoman Empire made warships for its fleet in the 14th-15th century from Bengal. By the advent of European merchants, by the fifteenth century, Portuguese merchants made an authority over Bengali shipbuilding industry. By the end of the 17th and 18th centuries, due to the defeat of other rivals, the British mercantile clan emerged as the sole maritime power throughout India. At that time, the establishment of the modern Chattogram port as the primary port of Bengal was completed by the British authorities. Before the 16th century, the famous ports during the time of ancient Tamralipta were Saptagram and Tamralipta, later, Kolkata and Hughli were born. And in the eighteenth century, the capital of Raja Raj Ballabh was located in Rajnagar on the banks of the Padma, near Chandpur. Besides, Sonargaon, Goalanda got fame as well. The capital city of Bengal, Pundravardhana was situated on the

banks of river Korotoa and the historical journey of Chattogram port began in the fourth century. Due to the expansion of trade, all these river ports enjoyed the importance in different times of history, and commercial cities and localities were built close to these ports.

History of MoS

In the modern history of Bengal, the Father of the Nation Bangabandhu Sheikh Mujibur Rahman first realised the importance of the maritime sector for the development of life and prosperity of the people of Bangladesh. After the great liberation war, destroyed maritime infrastructures were revived in his direct participation, active initiative and motivation. To launch commerce and overseas trade, the main gateway of the country, he restored Chattogram port- the main gateway of the country and added new ships as well in the maritime sector. Peace and stability in people's overall living were established through the reconstruction of the maritime infrastructures. The visionary leader did not delay to explore the rich potential of the Bay of Bengal in the south of Bangladesh. In the year 1974, nearly a decade before the UN adoption of the United Nations Convention on the Law of the Sea (UNCLOS III), he promulgated the Territorial Waters and Maritime Zones Act to establish effective rights in the

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maritime zone of Bangladesh. Not only that, he took ardent initiatives to build a strong navy for Bangladesh to protect the maritime resources. Shortly after the independence, under the leadership of Bangabandhu, the communications ministry was formed in coordination with the railway, shipping and road transport sector. Realising the importance of shipping in the context of Bangladesh, he took the responsibility to lead the ministry of shipping and became the first minister of the ministry. Later, the scope of work for the Ministry of Communications increased significantly by his visionary leadership.

MoS in the modern context

In this age of globalisation, no single country is self-sufficient. Every country exchanges its products and services. Products made in one country address the needs of others. Transportation of goods by road within the country is under the obligation of Bangladesh Road Transport Authority. But EXIM trade has to use one of 22 land ports or 29 river ports or 3 seaports. The responsibility of the management and operation of all of them have been skilfully steered by the Ministry of Shipping for the last 50 years.

Departments and agencies of MoS

Since the scope of the shipping industry is broad and versatile, there are a number of different agencies and departments working at the policy and executive level under the ministry for keeping these activities advanced and dynamic. Each of them has scheduled activities and action plans. Today, the Ministry of Shipping has been emerged as the important ministry by the contribution of these agencies and the departmental coordination.

Under the Ministry of Shipping, there are basically 11 offices or agencies:

Bangladesh Inland Water Transport Authority (BIWTA)

In the colonial era, the first ship operating under the British rule was started in 1834 in the rivers of Bengal, with of Lord William Bentinck Steamer. After a sequential journey,

The economic development of the country is heavily depended on maritime trade management





Chattogram port conducts 92 per cent EXIM trade of the country

from 1958 onwards, the inland water transport authority of East Pakistan had been operational, which later transformed into BIWTA after the independence. There are 29 river ports in Bangladesh at the moment. The agency is working for maintenance, operation and modernisation of those ports. BIWTA looks after the navigability of all big and small rivers, the canals, and all the waterways in the country.

Under this organisation, several capital dredging works are being implemented at the moment. Researchers are conducting various types of survey work under the Department of Hydrography.

Bangladesh Inland Water Transport Corporation (BIWTC)

BIWTC's work is slightly different. This organisation mainly operates in the country's waterways - ferry services, passenger services, cargo services, ship repair services, and wrecker services. The most important activities of this organisation are the transportation and safety of goods and passengers on various waterways across the country.

The corporation also makes promises for immediate response in search and rescue operation in a catastrophic situation.

Chattogram Port Authority (CPA)

Chattogram port is one of the oldest ports of Bangladesh. With thousands

Continuous development, empowerment and expansion programmes are underway to keep pace with the way the country's economy is progressing.

of years of history, this port was built long ago, but CPA's official journey started in 1888. Importance of this port has been gradually increased and now it is one of the most significant seaports in South Asia.

Chattogram port is the gateway to the country's economy. 92 per cent of EXIM trade is being handled by this port. CPA, which has cargo and container terminals, is one of the most important departments in the Ministry of Shipping. Its extensive activities spread across the banks of the Karnaphuli river. The port ranks 70th in Lloyd's list, and for last eight

years, this port has advanced 28 notches with unprecedented successes.

Continuous development, empowerment and expansion programmes are underway to keep pace with the way the country's economy is progressing. Some of the latest technology infrastructure projects are under construction at the moment which will be operational soon. Among them, notable projects are Bay Terminal, Patenga Container Terminal (PCT) and Laldia Multipurpose Container Terminal. The Bay Terminal will be capable of deep seaport services including big vessels berthing.

On the other hand, to facilitate one of the largest economic zones of the country, Mirsarai, a terminal is being developed in Sitakunda.

Mongla Port Authority (MPA)

In 1950, the English trade ship 'the City of Lyons' anchored at the 'Jaimanir Gol' of Pasur river. This was the beginning of the Mongla port. This port was officially established in 1951.

Now, this port is going to be equipped with modern gears by the new government initiative. Several infrastructure development activities, including six new jetties, are going on, which will allow Nepal, Bhutan, India, China and others to use the Mongla port facilities. Besides, the

Land ports facilitate regional trade with our neighbours



construction of new railways and waterways are ongoing, therefore, inland water transport will be faster and easier in the near future.

Payra Port Authority (PPA)

With the prudence decision of the Honourable Prime Minister Sheikh Hasina, the third seaport of our country has been established in Patuakhali on the side of the river Rabnabad.

To serve as a modern seaport, the rapid infrastructural development of Payra port is underway and the port will play an important role in fulfilling the country's increasing commercial needs. The industry focused smart port city will be developed besides the economic zone.

Bangladesh Land Port Authority

Besides waterways, the land route is also very important for transportation. In border areas, land ports play an important role in EXIM trade with India. In addition to this, possibilities of transit facility with India, Nepal and Bhutan are being discussed. Needless to say, in this case, the effectiveness of the land ports will increase even more.

Department of Shipping

The Department of Shipping is a regulatory body. It was established in 1976. This department introduced the Bangladesh Merchant Shipping Ordinance, 1983; Inland Shipping

Ordinance, 1976; the Bangladesh Flag Vessel (Protection) Ordinance, 1982. It executes the activities given by the government through executive orders. The vision of this department is to create a safe, environment-friendly and effective navigation system for maritime trade. Under this vision, the mission of the department is to ensure the disaster-free transportation in national and international levels, to ensure safe navigation, to conduct surveys, registration, training of sailors, taking examinations, giving certificates and necessary naval management and the formulation and implementation of the maritime laws.

According to the constitution of the department of 1976, Enam Committee Report of 1983 and the government order, the following offices are under the control of the Department of Shipping:

The Mercantile Marine Office: This department provides different types of security certificates including surveys and registration of maritime and coastal vessels, issue of seaworthy certificates to vessels according to Merchant Shipping Ordinance 1983. The office also maintains and manages three lighthouses in Cox's Bazar, Kutubdia and St. Martin. The country earns about BDT 6 crores from those lighthouses. The number of vessels registered under this department is more than 10,000 and that number

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includes boats, coaster, passenger ships, tankers, fishing boats and goods carrying boats.

Government Shipping Office: This office was established in 1948. The main responsibility of the office is to ensure a required number of sailor's appointment and issue of Continuous Discharge Certificate (CDC) to seafarers.

Seamen Welfare & Emigration Directorate:

This office was established in undivided India to protect the sailors from exploitation and deprivation. The main responsibilities of this directorate are to assist the government in implementing the recommendations of the ILO Convention and IMO Convention and to implement various activities related to welfare and entertainment of Bangladeshi sailors abroad.

Registration and Survey Office and Inspectorate of Inland Ships:

In order to control the shipping activities under the Inland Shipping Ordinance 1976, there are 4 Registration & Survey Offices and 6 Inspectorate of Inland Ships. These offices act as subordinate field offices of the Department of Shipping. The main role of the office is to test the technical quality of the boat, lifesaving and fire extinguishers. The number of vessels registered in this office, including passenger ships, freight vessels, ferries, tankers, dumb barges, fishing boats, dredgers, sand carrying tugboats etc. is approximately 12,000.

National Maritime Institute: The main objective of this organisation is to develop skilled sailors by training young and working sailors in the light of the IMO Convention and ILO Maritime Convention. Institutes have training courses for 3 to 6 months. From 1990 to June 2014, 2,610 new and 8,875 senior sailors were given advanced training.

Bangladesh Shipping Corporation

On 5 February 1972, this organisation started its journey with the blessings of Father of the Nation Bangabandhu Sheikh Mujibur Rahman. The organisation that has 350 active manpower, and as a national flag carrier it has the vision to be the leading shipping company in the region. The mission of this

Recently, 'Banglar Joyjatra' and 'Banglar Shomriddhi', two medium size ships are added to Bangladesh Shipping Corporation's inventory





organisation is to provide safe and efficient shipping services on international routes and carry out all forms of activities connected with or ancillary to shipping, thereby contributing to national development.

The main services included in the Bangladesh Shipping Corporation (BSC) are:

- Break bulk cargo carrying Bangladesh-Pakistan-West Asia Gulf Liner service
- Bangladesh/UK-Continent/Africa Liner Services
- The Bangladesh-Far East-Japan Liner services
- Chartering & Tramping services
- Crude oil carrying and lightering services
- Food grain carrying and lightering services
- Agency services
- Ship repair
- Feeder services

The National Commission for the Protection of the River

Due to the growing population, unawareness and dishonesty, many areas are seen to be occupied by illegal structures. The national commission for the protection of the river is responsible for monitoring these crimes. Apart from dredging for better navigation, this commission conducts various activities to prevent

There is no alternative to the improvement of the country's hinterland connectivity in order to deliver imported goods from the port to the consumers quickly. For this reason, many megaprojects are being implemented.

the destruction of the river, fisheries as well as the environment.

Specialised Academic Institutions - Marine Academy and National Maritime Institute in Bangladesh

One of the goals of the ministry is to develop skilled manpower and public resources for the country's maritime sector. Regular training programmes are being conducted in this regard. Bangladesh Marine Academy, being one of the 14 notable units of World Maritime University, has been producing the world's top skilled officers and experts for the global maritime sector. The 50-year-old Marine Academy is efficiently operated by the Ministry of Shipping.

It should be noted here that in addition to these institutions, several other public and private institutes are providing maritime education in the country. In this regard, Bangladesh has established the third specialised maritime university in Asia. However, it is noteworthy that these maritime institutes under the Ministry of Shipping continue to make a huge contribution to commercial shipping service.

Present businesses of MoS

There is no alternative to the improvement of the country's hinterland connectivity in order to deliver imported goods from the port

to the consumers faster. For this reason, many megaprojects are being constructed. The Padma Bridge will connect the southern part of the country with the rest by road and by railways. To ease the communication, the construction of another bridge on the Padma, Goalundo-Paturia second Padma Multipurpose Bridge is in the pipeline. The work of Dhaka-Dinajpur four-lane highway has been progressing under the overall connectivity expansion plan with the northern region. On the other hand, Dhaka-Chittagong four-lane access control road is being completed to ensure smooth transportation of goods. At the same time, the four-lane Dhaka bypass road has been modernised. Fast construction of Dhaka Elevated Expressway is going on. To cope up with these developments, the engagement of the ministry is also increased.

In addition to modernisation of Kamalapur Inland Container Depot (ICD), new ICD's are being constructed in Ishwardi and Dhirashram. Pangaon Inland Container Terminal (ICT) with the latest facilities built in Keraniganj, Dhaka is becoming increasingly important considering the environment and cost-effectiveness of domestic goods transportation. Along with environmental pollution as well as congestion on roads as a result of thousands of transport vehicles. However, congestion-free transportation possible at a much lower cost through Dhaka-Chattogram river routes. It is already declared that another ICT is being built at Khanpur, near Narayanganj. These waterways will become increasingly popular by reducing pressure on roads and railways in the near future.

Implementation time for the short-term plans of the ministry is less than two years. Major projects being implemented are:

- Construction of a 600 metres new terminal named Patenga Container Terminal close to Chattogram Dry Dock in the Karnaphuli river
- New Mooring Over Flow Container Yard Project at Chattogram port
- Dredging of Khulna's Pasur channel to Rampal
- Development of the Roosevelt jetty infrastructure

BIWTA preserves and manages navigation for all the rivers, canals and water ways in the country





National Maritime Institute has been providing quality maritime education and training since its inception

- Activation of 400 metres jetty in Sadarghat area of Karnaphuli river and implementation of a dredging project to increase the navigability of the river
- Second New mooring Overflow Container Yard construction project in Chattogram port
- Tugboat collection for ports
- Collection of containers and cargo handling equipment for ports
- Approval of cruise ship collection and design for cruise service between Bangladesh-India-Sri Lanka and the Maldives. The ministry also encourages the involvement of private entrepreneurs in ship collection

In addition to these short-term plans, the Ministry of Shipping has adopted several medium and long-term plans which are being implemented in two to five years. Notable among these are:

- Construction of Bay Terminal at 6 kilometres away in the west coast of Chattogram port and 1 kilometre away from the outer anchorage
- To upgrade Chattogram port as a green port
- Collection of modern containers and cargo handling equipment
- Development and expansion of pilot station in Heron Point and construction of a lighthouse at Jefford Point
- To conduct river governance
- Construction of the advanced and modern light tower
- High-powered modern rescue

vessels and car carrier collections

- Construction of Laldia Multipurpose Terminal at Chattogram
- Expansion and modernisation of Mongla port facilities
- Construction of the first terminal, connecting road and accessory facilities for Payra port
- Construction of core port infrastructure in Payra, 10 cargos and four oil tankers building
- Setting up of Differential Global Pointing System (DGPS) in seven scheduled areas
- Buy aircraft for maritime search and rescue
- Construction of Bangamata Sheikh Fazilatunnessa Maritime Complex
- The launch of Pre-Sea Cadet Course at National Maritime Institute

Future expectation

The main contribution of the Ministry of Shipping is to give special attention to the construction of infrastructure in the shipping and maritime service sectors. On the one hand, modernisation and technological upgrade of seaports are ongoing in order to deal with the rising international trade, and on the other hand, the ministry is constructing new jetties to handle the growing pressure on the port for the construction materials of other developing infrastructures in the country. The country's domestic shipping service has been developed with the development of river ports. New infrastructures are being built for the transportation of commodities in

Hundreds of EPZs are being developed across the country under the ongoing programmes of the government. Each EPZ will be connected with roads, railways and waterways along with border areas or river ports. Alongside the garments industry, shipbuilding and other industrial sectors are rapidly developing in the country. The scope of trade is expanding fast. The new port, deep seaport, various terminal terminals are being constructed to tackle the huge trade. Naturally, the shipping ministry has to play an important role in implementing the vision.

No end in sight: MoS's contribution to the implementation of Vision 2021, 2041 and Delta Plan 2100

Bangladesh has to go a long way. Vision 2021 and Vision 2041 are the aims of our expectation. Besides, Bangladesh started to work on Delta Plan 2100. Naturally, the Ministry of Shipping has been working to implement these plans for building a strong nation in the maritime world. Its goal is to build world-class ports and to provide world-class port services. With the development of individual, social and overall living standards of the people of Bangladesh, the Ministry of Shipping will continue to keep the national economy's wheel moving fast. Already, several innovative steps have been taken to increase the ministry's capacity.

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different parts of the country. Side by side, the Ministry has been monitoring its dredging projects to increase the navigability of the rivers. Land ports are not staying behind. Under this ministry, they are also being developed. The Ministry of Shipping has been doing outstanding work to make the country fully prepared for the future.

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► Blue Economy is the key to achieving double-digit growth: State minister for shipping



State Minister for Shipping Khalid Mahmud Chowdhury has said that by establishing a Blue Economy the country would achieve double-digit growth by 2025.

"The government is working on utilising the vast resources in the Bay of Bengal to harness the Blue Economy," he said while speaking at a seminar titled 'Blue Economy and Sustainable Development Goal 14: Bangladesh Perspective' at

Hotel Pan-Pacific Sonargaon on 14 March 2019.

Recalling the role of the Father of the Nation Bangabandhu Sheikh Mujibur Rahman in the creation of Bangladesh, the state minister said that Bangabandhu endorsed the Law of the Sea in 1974 and his daughter Prime Minister Sheikh Hasina demarcated the maritime boundary.

"The dream of Bangabandhu will come true if we can use our vast ocean," he added. He said under the leadership of Sheikh Hasina Bangabandhu's dream is being materialized.

The Department of Shipping organised the seminar and Rear Admiral (retd) Md Khurshed Alam, Secretary of Maritime Affairs' Unit, under the Ministry of Foreign Affairs, delivered the keynote speech, while Director General of Department of Shipping Syed Ariful Islam chaired the meeting.

► Construction begins for Bangabandhu Tunnel and Elevated Expressway



The Hon'ble Prime Minister Sheikh Hasina inaugurated the excavation work of Bangabandhu Tunnel on 24 February 2019 by pressing the switch at the construction yard of the project area at Patenga, Chattogram. Later, she unveiled a plaque from another platform and inaugurated the construction of Chattogram's first Elevated Expressway. The 'Bangabandhu Sheikh Mujibur Rahman Tunnel' under the Karnaphuli river will connect the Chattogram port by road with the Anwara upazila that is situated other side of the river. This tunnel will enhance road connectivity with tourist destinations of Cox's Bazar and South Chattogram. Besides, the pressure of transport on two bridges of the Karnaphuli river will be reduced. After completing the construction, the port city Chattogram will be built in the 'one city-two-town' model of China's Shanghai.

► Chattogram port's water boundary increased six times



Chattogram port's water boundary is increased six times. After the approval of the law ministry, the proposal to increase water boundary of Chattogram port was issued on 24 January 2019 as a notice by the President's order. As part of the long-term plan to berth cargo ships, this boundary has been extended from Sitakund to Maheshkhali's Sonadia and Kutubdia. For the convenience of ship berthing, the part of the sea is divided into four regions.

Chattogram Port Authority (CPA) chairman Rear Admiral Zulfiqur Aziz said, "The water boundary of the port has been increased while keeping the focus on government's mega-development project around Chattogram-Cox's Bazar."

Earlier, the port's water boundary was up to five nautical miles of the outer anchorage. In 2011, it was increased to seven nautical miles from the coast of Patenga due to the rise in ship arrivals. From now on, the water boundary of Chattogram port will cover Patenga, Sitakunda to Sonadia and Kutubdia, with an increase from 7.5 nautical miles to 50 nautical miles. A committee has been formed to ensure the security of the vast water boundary.

► Master planning underway to harvest maritime resources

The government is preparing a new master plan for exploration and exploitation of deep-sea resources. In this regard, the meeting of the committee formed earlier will be called soon. Prime Minister Sheikh Hasina will preside over the meeting and all concerned ministries, divisions will propose a work plan and recommend sustainable exploration and exploitation of maritime resources.

Shortly after the boundary settlement in the Bay of Bengal, the government had taken the important initiative to make the master plan for marine resources. In this respect, a high-level committee was formed under the leadership of Hon'ble Prime Minister Sheikh Hasina at the end of the last term of the present government. During that meeting 19 ministries, divisions and organisations took part. In that meeting, initiatives were taken to prepare various action plans.

As a coastal country, there are many new opportunities for the development of oceanography and blue economy of Bangladesh. Notable opportunities are maritime shipping and ports operation, mariculture, fisheries exports, tourism, renewable energy, construction of artificial islands etc.

➤ Cabinet approves revised 'Flag Vessels (Protection) Bill, 2019'

The Cabinet has approved in principle the draft of the Bangladesh 'Flag Vessels (Protection) Bill, 2019' with a proviso stating that at least 50 per cent instead of the existing 40 per cent of the seaborne cargoes relating to Bangladesh's foreign trade must be carried by BSC flag vessels.

The approval came at the Cabinet meeting held with Prime Minister Sheikh Hasina in the chair at her office on 28 January 2019.

"As per Article 3 of the draft bill, at least 50 per cent of the seaborne cargoes relating to the country's foreign trade will have to be carried by vessels of Bangladesh Shipping Corporation (BSC)," said Cabinet Secretary Mohammad Shafiu1 Alam while briefing reporters at the Secretariat.



➤ Decision taken to stop 'bulkhead boat' entry in Karnaphuli river

Sand transportable vessels 'bulkhead boat' are unloading goods from mother vessels at Chattogram port's outer anchorage. These vessels commute through Karnaphuli river creating risk for the port channel. In this context, on 15 January 2019, at a meeting held at the Bandar Bhaban, a decision was taken to stop the use of bulkhead boat in Karnaphuli river.

Prior to this, a meeting was held on 15 January 2019 at the port building to ensure the safety of navigation in Karnaphuli river.

➤ Mominur Rashid joins as the new Director (Admin) of CPA



On 3 February 2019, Md. Mominur Rashid (Deputy Secretary), officially took the responsibility of Chattogram port administration as the Director (Administration) since Sadeka Begum, the former Director (Administration) is retired from the post. After completing graduation and post-graduation from Geography and Environmental Science Department of Jahangirnagar University, he joined the government's administrative service through 22nd BCS. Earlier, Md. Mominur Rashid had been acting as the additional deputy commissioner of Chattogram district administration.

➤ BDT 4,000 crores to increase capacity of Chattogram port



Several projects worth BDT 4,000 crore have been finalised to increase the capacity of the Chattogram port. 51 types of equipment are being

collected for the New Mooring Container Terminal. Apart from this, construction of Patenga Container Terminal to increase the capacity of the port is in full swing. To increase navigability, dredging of Karnaphuli river from Sadarghat to the Bakoliar Char is going on. Also, the construction work for the New Mooring Overflow Container Yard is underway.

State Minister for Shipping, Khalid Mahmud Chowdhury said this statement in a written reply to a query of ruling party MP M Abdul Latif in the Parliament session held on 3 March 2019. Replying to another question of the ruling party MP Mahfuzur Rahman, the minister said, "CCTV, fire alarm and public address system have been set up to ensure the security of Chattogram port, as well as a mobile X-ray scanning vehicle, has been purchased. Which is important in identifying illegal goods in a container."

➤ Demand made to withdraw corporate taxes on shipbuilding



On 19 February 2019, Shippers' Council of Bangladesh demanded the withdrawal of the existing 35 per cent corporate tax on the shipbuilding industry in the upcoming national budget for 2019-20 for expediting the growth of the industry. The demand was made at a meeting with Minister of Industries Nurul Majid Mahmud Humayun, MP.

The Shippers' Council informed that entrepreneurs are showing interest in this industry as the government has withdrawn 15 per cent VAT and 5 per cent Advance Income Tax (AIT) in the current Fiscal Year 2018-19. Among others, Shippers' Council chairman M Rezaul Karim, vice chairman Ariful Ahsan and directors Arju Rahman Bhuiyan and Afsar Uddin Ahmed were present.



► Robust use of waterways will increase Bangladesh-India trade



Although there is huge potential for the growth of Bangladesh-India trade through the use of waterways, it is not working properly

since India is enjoying onesided trade privileges. The two countries have the opportunity to use the waterways to increase regional connectivity. Through this, both parties can be benefited in various sectors including cost-effective import-export, investment and tourism. These were discussed in a seminar held on 31st January 2019. The Indian Chamber of Commerce and the India-Bangladesh Chamber of Commerce (IBCC) jointly organised this seminar.

Speakers at the seminar said Bangladesh is not getting the fair share of water due to the one-sided view of India for common rivers. Because of this, many rivers have dried up. Ships full of goods from India come to Bangladesh, but they return empty since India enjoys onesided trade privileges.

► Delta Plan 2100 should be comprised of geography, environment and local experience



The Delta Plan 2100 should be designed according to the geography and environment of Bangladesh. The country must learn from the mistakes of past experiences in water management. In addition, it is necessary to take expert opinions before approving projects under the Delta Plan 2100. In the light of the delta management of the Netherlands, the Delta Plan 2100 of Bangladesh has been devised. Economists, river and environment experts advised incorporating local experience with the plan.

At the closing session of the International Conference on "Delta Plan 2100 and Sustainable Development of Bangladesh" the speakers voiced for such incorporation. Bangladesh Paribesh Andolon (BAPA), Bangladesh Environment Network (BEN) jointly organised the two-day special conference in the capital's Krishibid Institution auditorium on 11 January 2019.

► 18% of Patenga Container Terminal is complete



A total of 18 per cent construction work has been completed for Patenga Container Terminal (PCT) of Chattogram port. PCT is designed to handle 4,45,000 TEU containers a year. Five hundred workers under the Bangladesh Army are working to build this terminal.

There will be a 600-metre jetty where 3 container ships with 190 metres length and 10.5 metres draft can berth at a time. There is also a 220 metres dolphin jetty where oil tankers can dock. In this project, the backup yard will be of 16 acres with a storing capacity of 4,500 TEU containers.

► Chattogram port enjoys a 9% rise in container handling

A record number of containers, 29,04,000 TEUs were handled through Chattogram Port in 2018. Container handling increased by 8.88 per cent in 2018 from the total handling in the previous year. 26,67,202 TEUs container was handled through Chattogram port in 2017. In addition to container handling, cargo handling has also increased by 13 per cent last year. Total cargo handling of Chattogram port was 90.63 million tons in 2018.

Most of the container shipments in Chattogram port consist of raw materials of different industries which include garments sector. Apart from this, different types of machinery are also being imported. Export items are garments, jute and jute goods, frozen fish, leather and leather goods. Due to the increased capacity of the port, it is now possible to provide uninterrupted service to the port users.

► Bay Terminal's delivery yard construction begins

The construction of the container delivery yard for Bay Terminal project has started on 18 February 2019. The district administration has handed over the possession of 67 acres of land for the Bay Terminal where the delivery yard is being constructed. Hon'ble Prime Minister Sheikh Hasina laid the foundation stone over a teleconference on 1 November 2018. Container delivery yards and truck terminals will be built under the initial programme of Bay Terminal project.

Construction work is going on with the goal of transferring 10 per cent container capacities by October 2019. This will be an extension of the present yard. The LCL container will be taken directly to the delivery yard from the ship's hook point and goods will be delivered from there. Presently, goods of LCL containers are being delivered from the jetty.

► International Mother Language Day observed



Chattogram Port Authority (CPA) has observed the International Mother Language Day and Martyr Day with due respect. On 21st February 2019, the Chattogram Port Authority Chairman Rear Admiral Zulfiqur Aziz and the board members laid the wreath in morning hours at the Shaheed Minar situated in Chattogram port authority high school premises.

Afterwards, officer's association, port CBA, the schools and colleges run by the port and various organisations paid their tribute. All the officers and employees of the port were present on the occasion. Besides, a painting competition was held with the participation of school-level students of port-republic club. Later, in Shaheed Md. Fazlur Rahman Munshi auditorium, there were held competitions for handwriting and patriotic songs and the Chairman of the Port Authority distributed the prizes among the winners. Senior officials of the port were also present during the occasion.

► Chemical testing is mandatory in Chattogram port

It is mandatory to check and test chemicals or chemical products to stop false declaration at the import stage. Customs authorities will approve unloading only after testing the chemical products carried in ships. Recently, the National Board of Revenue (NBR) instructed to all customs authorities in the country that imported chemicals would not be delivered or unloaded without testing and checking properly. The Customs authorities are asked to implement this order soon. The NBR has taken this step as part of the recent regulation for chemical imports in the context of the horrific fire caused by chemical storage in Chawkbazar, Dhaka.

Including Chattogram, there are six customs houses under the NBR. Most of the chemicals come through Chattogram Customs House (CCH). Two investigation teams were formed in CCH to identify irregularities in chemical import. The investigation teams have already started working to find the culprits who are bringing chemicals by false declaration.

► Seaways completes third journey on the Kolkata-Chattogram trade route

Under the Indo-Bangla Coastal Shipping Trade Agreement, Seaways Shipping and Logistics Limited has completed three journeys on the Kolkata-Chattogram route. The ship, named MV Harbour 1, left the Kolkata port on 24 September 2018 with 174 TEU containers and returned with 143 TEUs container. On 28 September 2018, the ship safely anchored in Chattogram port. Firstly, Goods were unloaded and then the ship was loaded within one business day for a return journey.

► Government eyes on improving communication between land ports and seaports

The government is concentrating on regional connectivity to increase export volume. The National Transport and Trade Facilitation Committee (NTTFC) has recently recommended several effective measures to develop land ports by improving the communication of land ports with seaports.

These recommendations were made at an NTTFC meeting that was presided by Secretary of the Ministry of Commerce, Mafizul Islam. The Committee considers that a policy formulation is necessary for the expansion of required export trade of the country. These policies have to be developed by a comparative analysis of the trade policies and practices between Bangladesh and countries like India, Vietnam, Sri Lanka, Cambodia, China and Indonesia. Besides, it is necessary to identify potential countries for free trade agreements. After reviewing related laws and regulations in export trade, the NTTFC working committee has been directed to carry out necessary activities.

► Chattogram port to add two more scanners



A project has been initiated to install scanners on two more gates of Chattogram port. Scanners purchased at BDT 90 crores from China will be added within the next two months. According to Customs officials, this addition will increase the EXIM trade of the country.

There are scanners installed in terminal gate number 4, 5 and CCT-2 of Chattogram port. Besides, there are also two mobile scanning machines. Port's scanning operation is being conducted through these scanners. As a result, it has become difficult for those involved in scanning operation since there is increasing pressure of EXIM trade in the port.

Chattogram Customs House Commissioner Kazi Mostafizur Rahman said, "It is not possible to place scanners at every gate of the port at the moment. But the purchasing process for two scanners is complete."



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